
OVERARCHING TACTICAL WHEELED VEHICLE STUDY



Final Report

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Studies and Analysis Division

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Executive Summary

Overview. The *Overarching Tactical Wheeled Vehicle Study* was conducted to determine the best mix of light, medium, and heavy tactical wheeled vehicles to meet Marine Corps tactical lift requirements in 2007. The study objectives included identifying the overall tactical wheeled vehicle lift requirement; developing alternative vehicle fleet mixes that met that requirement; comparing the costs, risks, and benefits of alternatives; and investigating issues associated with transitioning the tactical wheeled vehicle fleet to meet the tactical lift requirement in 2015. The study objectives were met, and the study provides recommendations both for the composition of the tactical wheeled vehicle fleet in 2007 and for steps needed to transition that fleet to 2015.

Scenarios. Current Marine Corps and Department of Defense southwest Asia and northeast Asia scenarios and the Defense Planning Guidance provide the foundation for this study. The study team extracted scenario information including missions and objectives, unit movement and activities, type of combat operation, and operational and logistics concepts to provide the context for the analysis. Two southwest Asia scenarios were investigated, one depicting an MPF MEB conducting defensive operations (similar to initial Marine Corps operations in Desert Shield) and the other reflecting a MEF conducting offensive operations (similar to Marine Corps operations in Desert Storm). Two scenarios in northeast Asia were also analyzed. In the first a MEF established blocking positions to halt enemy forces, and in the other the MEF initiated offensive operations subsequent to successfully stopping the enemy in the previous scenario. Section 4 of the study report contains details of the scenarios used in this study.

Notional MEF. The Marine Corps provided the study team with a notional MEF to be used for the analysis. This notional MEF is based on organizational and materiel changes that are planned in the MEF between now and 2007.

Methodology. Using the notional MEF as a basis, a troop list was developed for each of the four scenarios. In each scenario the study team combined the organizational information (personnel and equipment) from the troop list with the unit daily activity (attack, defend, or delay) and logistics planning factors to determine daily resupply requirements and unit mobility requirements. The resupply requirements were overlaid on the logistics concept to determine line haul requirements. A number of analyses were then conducted:

- **Unit Mobility.** A unit mobility analysis was conducted to determine the capability of all MEF units to move their combat essential T/E equipment and initial supplies with the baseline tactical wheeled vehicle fleet (the fleet currently planned and programmed for 2007). Shortfalls were identified and alternative fleets developed. See section 7.2 for additional details.
- **Transportation Support Battalion.** Two separate analyses were conducted to investigate the capacity of the transportation support battalion to meet the resupply requirements of the MEF in 2007. One analysis investigated the capability of the transportation support battalion to provide mobility for the MCSSDs established to support the ground combat element in each scenario. The other analysis investigated the capability of the transportation support

battalion to meet the line haul requirements of each scenario on a daily basis. Shortfalls in capability were identified and alternative vehicle distributions developed.

- **Alternative Tactical Wheeled Vehicle Fleets.** The lift requirements identified in the unit mobility and the transportation support battalion analyses were combined to establish total MEF lift requirements. Based on these requirements, two alternative vehicle mixes were developed. One alternative was based on a vehicle mix providing a minimum life-cycle cost, and the other was based on an alternative presenting a minimum strategic footprint.
- **Excursions.** Excursions were conducted to determine the impact of reducing the days of supply carried by the MCSSD and the impact of a proposed 3,000-gallon bulk liquid container (the HIPPO). Sections 7.6 and 7.7, respectively, provide details of these analyses.
- **Life-Cycle Cost.** For each alternative, as well as the two excursions discussed above, the study team estimated life-cycle costs, calculated strategic footprints, and developed acquisition objectives. Section 7.8 of the report contains this information in detail.
- **Transition to 2015.** An analysis was conducted to gain insight into the capabilities necessary for the tactical wheeled vehicle fleet to support operations in 2015. This analysis assumed the implementation of Operational Maneuver from the Sea and its supporting concepts, focusing on Ship-to-Objective Maneuver and Seabased Logistics. Section 7.9 contains the details of this analysis.

Conclusions. The conclusions below summarize the results of those analyses. Each conclusion includes a reference to the location in the report containing detailed information upon which the conclusion is based.

- **The 2001 TWV Fleet Is Approximately 70 Percent as Capable as the 2007 Baseline.** The introduction of the MTRV and LVS, using a one-for-one replacement strategy, will substantially increase the capability of the current fleet between now and 2007. See section 7.3 for additional details.
- **The 2007 Baseline Cannot Meet Marine Corps Requirements.** The 2007 baseline TWV fleet, which is based upon the Marine Corps current fielding plans, cannot completely meet the Marine Corps mobility and resupply lift requirements for 2007. There are shortfalls in two general areas. The transportation support battalion has insufficient capability to meet both line haul and MCSSD mobility requirements, and there is a shortfall in the capability of units to meet their mobility needs with organic transportation assets. See sections 7.2 and 7.4 for details.
- **The MTRV with 20' Bed Is Capable of Performing Many Tasks Currently Performed by the LVS.** Currently, ISO containers are normally hauled on the LVS with MK18 trailer. The 20' bed, 30,000-pound improved road load capacity, and ISO container lock downs of the MTRV provide the Marine Corps with the opportunity to haul ISO containers on the 20' bed MTRV. The capability of the MTRV to transport ISO containers provides great

flexibility in designing the overall composition of the TWV fleet. See section 7.8 for additional information.

- **The ITV Requirement.** The ITV is being developed to meet the Marine Corps need for a light tactical vehicle that can be transported inside the MV-22 Osprey. The ITV, as a crew-served weapons carrier, provides a significant increase in operational capability to the vertical assault with respect to the HMMWV. However, the cargo variant of the ITV is not an efficient replacement for the HMMWV currently fielded throughout the Marine Corps. The ITV is more expensive and requires more strategic lift for an equivalent cargo carrying capability. See section 7.8 for additional details.
- **The Light Truck Requirement.** The size and weight of the MTRV render it unsuitable for support of vertical assault elements in OMFTS operations. There is an urgent requirement for a light truck big enough to serve as an artillery prime mover, but light enough to be lifted in with the rest of a vertical assault force.
- **The HIPPO Requirement.** The HIPPO is a conceptual system consisting of two 1,500-gallon tanks that can be stacked to form a 3,000-gallon system, with a self-loading and dispensing system that is transported on either the LVSR or the MTRV with 20' bed. Designed to carry bulk liquids, the 3,000-gallon HIPPO has numerous operational advantages over the current SIXCON system. Section 7.7 contains additional details.
- **The MTRV Fleet Mix.** The mix of 14' and 20' MTRVs planned for the 2007 baseline is not optimal. A higher percentage of 20' MTRVs provides equivalent capability with fewer vehicles. Figure ES-1 depicts the percentage of 20' MTRVs in the baseline, the two alternatives, and the excursions. See section 7.7 for additional information.

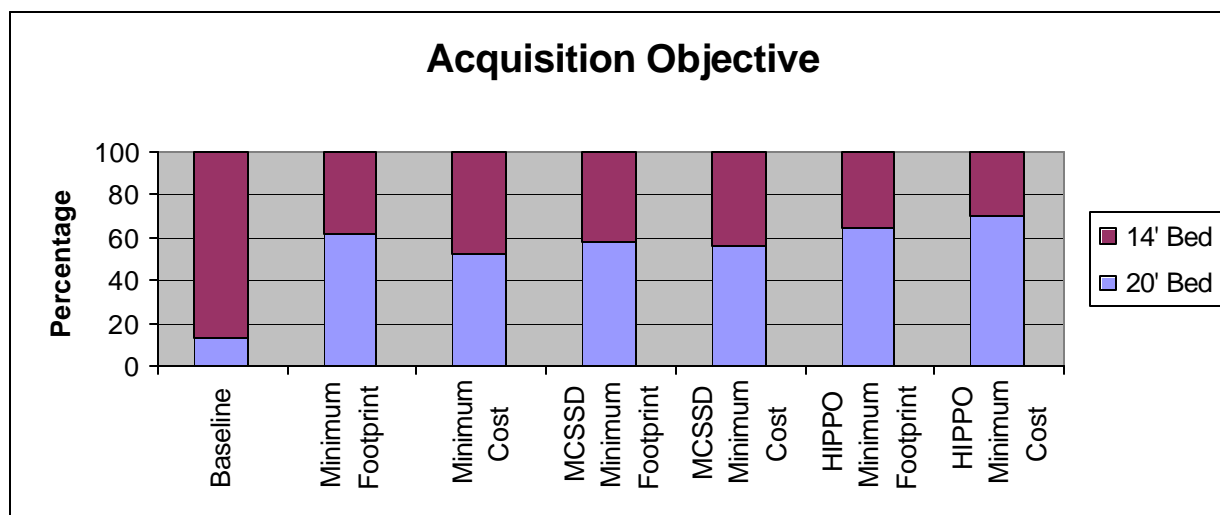


Figure ES-1. MTRV 14' and 20' Bed Fleet Composition

- **The MFTR Requirement.** There is a need for an MFTR with mobility characteristics compatible with the MTRV. The MFTR provides a significant enhancement in terms of

cargo capacity and off-road mobility relative to the existing M105 trailer. The introduction of the MFTR capability reduced the numbers of tactical wheeled vehicles necessary to meet the scenario requirements. See section 7.3 for additional information.

- The LVSR/MTVR Mix.** The LVSR and MTVR are complementary vehicles with overlapping capabilities. This overlap in capabilities provided tradeoffs in developing minimum strategic footprint and minimum cost alternatives. Figure ES-2 depicts the percentage of LVSRs in the LVSR/MTVR mix for the baseline, the alternatives, and the excursions. A decrease in the percentage of LVSRs in the TWV mix reduces the overall life-cycle cost of the TWV fleet, while an increase in the percentage of LVSRs reduces the strategic footprint of the MEF. The difference in total life-cycle cost between the minimum cost and the minimum footprint alternatives is \$133,695,000, and the difference in the MEF strategic footprint between the two alternatives is 42,191 square feet. See sections 7.3, 7.5, 7.6, 7.7, and 7.8 for detailed information.

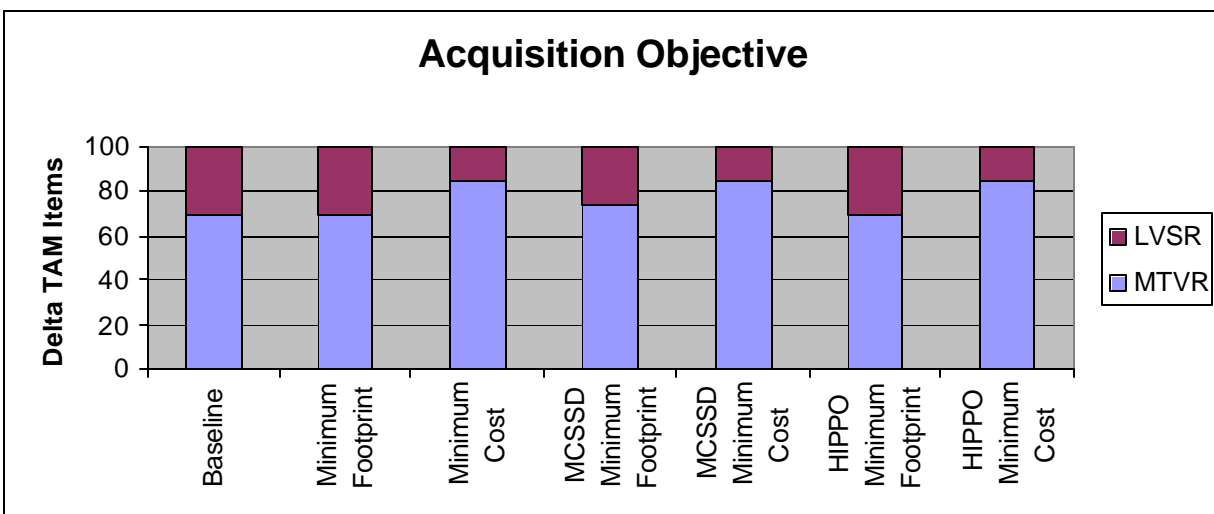


Figure ES-2. LVSR-MTVR Fleet Composition

- Alternative Fleets.** There are several alternatives investigated in this study that correct the identified unit mobility shortfalls and provide the resources necessary for the transportation support battalion to support resupply operations. These alternatives provide adjustments to the baseline to better use the capabilities of the tactical wheeled vehicles that will be in the inventory in 2007. Each alternative has different impacts relative to cost, strategic footprint, and risk. Only the alternatives investigated under the MCSSD excursion are less costly than the baseline, and this excursion involved reducing the lift requirement. See section 7.8 for additional information.

Recommendations. This section presents the study recommendations. These recommendations are based upon the analyses conducted during the study effort and the conclusions drawn from those analyses.

- Field the ITV based upon operational requirements to support the vertical assault, primarily as a crew-served weapons carrier, and not as a complete replacement for the HMMWV.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of a light truck to support the vertical assault, especially in the area of artillery prime mover.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of the HIPPO bulk liquid transportation and distribution system.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of the MFTR.
- Increase the percentage of 20' MTVRs relative to 14' MTVRs in the planned 2007 tactical wheeled vehicle fleet.
- Complete development of and field the LVSR. The LVSR is required to transport loads beyond the capability of the MTVR and is a necessary component of the MEF tactical wheeled vehicle fleet.
- Base the LVSR/MTVR mix in the 2007 TWV fleet on tradeoffs between cost and strategic lift impact. (These tradeoffs were identified through development of the alternative minimum cost and minimum strategic lift TWV fleets.)

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1. INTRODUCTION

1.1 Purpose and Scope. This study is designed to support the Marine Corps' determination of the best mix of tactical vehicles and trailers to meet future operational requirements. The study addresses tactical vehicle and trailer requirements in the near to mid term using four different operational scenarios set in 2007. The study also addresses requirements in the longer term through a scenario set in 2015. The study will support an assessment of the currently planned and approved acquisition objectives (AAOs) for future Marine Corps tactical wheeled vehicle (TWV) programs through detailed evaluations of alternative mixes of TWVs as they are used in selected scenarios at different periods.

The Marine Corps uses a combination of light, medium, heavy, and specialized vehicles to support operations. Operational experience has highlighted numerous deficiencies in the current tactical vehicle fleet. Recent mission area analyses (MAAs) have further identified capability shortfalls in several operational scenarios.

The Marine Corps is currently pursuing several vehicle replacement efforts. The high-mobility multipurpose wheeled vehicle A2 model (HMMWVA2) and the internally transportable vehicle (ITV) are currently being pursued by the Marine Corps to fulfill light tactical vehicle requirements, while the medium tactical vehicle replacement (MTVR) and the logistics vehicle system replacement (LVSR) are intended to provide the Marine Corps' medium and heavy tactical vehicle requirements, respectively.

The light tactical vehicle fleet provides the primary light logistics, command and control, weapons, air defense, and ground transportation for the Fleet Marine Forces. The HMMWVA2 program replaces the existing HMMWV with the A2 model, which features technological upgrades, safety improvements, and a corrosion prevention package. However, the inability of the HMMWVA2 to fit inside an MV-22 restricts its role in the vertical assault. This shortcoming is addressed through the ITV, which provides the Marine Corps with a light utility vehicle that can be transported internally by an MV-22. The Program Manager (PM), Transportation, manages light tactical vehicle programs.

The MTVR is a Marine Corps-unique truck program managed by the Program Manager (PM), MTVR, Marine Corps Systems Command (MARCORSYSCOM). The MTVR is funded to 6,854 vehicles with an AAO of 7,360 vehicles. The program will replace the existing fleet of M809 and M939 series medium tactical trucks on a one-for-one basis with some cuts to the depot maintenance float allowance (DMFA), war reserve materiel requirement (WRMR), and Norway Air Land Marine Expeditionary Brigade (NALMEB) prepositioning requirement. The vehicle will have four variants: cargo, extra long wheelbase (XLWB), dump, and wrecker. The MTVR program is currently in post milestone III production and fielding.

The LVSR (A1) is a Marine Corps initiative managed by PM, Transportation, MARCORSYSCOM. The LVSR's primary mission is to provide heavy cargo transport for the Marine air-ground task force (MAGTF). This mission is currently being fulfilled by the logistics vehicle system (LVS). The LVSR is currently in phase 0, concept exploration, of the acquisition process during which an analysis of alternatives will be conducted.

The Marine Corps' implementation of Expeditionary Maneuver Warfare (EMW) and its supporting concepts will significantly influence planned tactical vehicle program AAOs and the respective concepts of employment (COEs) for the family of TWVs. The development of Program Objectives Memorandum (POM) 2004 will involve close scrutiny of tactical vehicle procurements. This study is designed to provide analytically sound TWV lift options to support program decisions on each of the ongoing TWV programs.

1.2 Objectives. The objectives of the study are:

- To identify the Marine Corps' overall TWV lift requirement for each given scenario, regardless of the lift platform employed.
- To develop alternative vehicle fleet mixes that support both OMFTS and conventional scenarios and document the range of light, medium, heavy, and specialized vehicle capabilities required to fulfill the overall requirement.
- To assess and compare the relative costs, benefits, and risks for each alternative. This assessment will include appropriate life-cycle cost estimates (LCCEs) and an analysis of the tradeoffs between each alternative.

2. ASSUMPTIONS AND MAJOR FACTORS FOR CONSIDERATION

2.1 Assumptions. Assumptions extracted from the government statement of work (SOW) and taken into account during the conduct of this study are presented below:

- The Marine Corps mission, as prescribed in the National Security Act of 1947 (amended), will not change from FY 2002 to FY 2007.
- The force programmed in the current POM for FY 2002-2007 will not be radically changed.
- Navy and Marine Corps equipment funded in POM-02 will be fielded according to current fielding implementation plans.
- For the purposes of this study, the status of the following programs is assumed:
 - The HMMWVA2 and the ITV will provide the MAGTF's light tactical vehicle capability.
 - The MTRV will provide the MAGTF's medium lift tactical vehicle capability.
 - The LVSR will provide the MAGTF's heavy lift tactical vehicle capability.
 - Containers and bulk liquid transporters programmed in the POM will not radically change.
- Tactical trailers associated with the tactical vehicle fleets may be changed to reflect the capabilities of current or near-term vehicle replacements.
- Threat forces will continue to modernize in accordance with the projections of our intelligence agencies.
- An environment of stable to moderately increasing defense budgets will likely continue for the foreseeable future.
- The operational tempo (OPTEMPO) that the Marine Corps is currently experiencing will remain the same, or increase somewhat, for the foreseeable future.
- Current inter-Service and host nation support agreements will not be in effect.

2.2 Major Factors for Consideration. This study specifically addresses:

- Tradeoffs between the MTRV fleet and the LVSR fleet, as well as tradeoffs between the HMMWVA2 and ITV fleets.
- Risks associated with not fielding the MTRV or LVSR, to include capability shortfalls and readiness issues.
- Requirements for more capable trailers, to include:

- Lift requirement that can be supported with a trailer capability, as opposed to increasing the number of prime movers.
 - Tradeoffs between a 2.5-ton and a 5-ton trailer.
 - Requirements to transport loads in excess of 40 tons.
 - Requirement for an off-road-capable semi-trailer.
- Requirement for bulk liquid distribution.
- Requirement for organic lift – both short and long haul.
- Sealift and airlift constraints.

3. METHODOLOGY

The study team designed the methodology to accomplish the three objectives listed in paragraph 1.2 above:

- To identify the Marine Corps' overall TWV lift requirement for each given scenario, regardless of the lift platform employed.
- To develop alternative vehicle fleet mixes that support both OMFTS and conventional scenarios and document the range of light, medium, heavy, and specialized vehicle capabilities required to fulfill the overall requirement.
- To assess and compare the relative costs, benefits, and risks for each alternative. This assessment will include appropriate LCCEs and an analysis of the tradeoffs between each alternative.

The study methodology seeks to answer the question, "What is the optimal mix of TWVs, including trailers, that will meet the Marine Corps' future transportation requirements?" Optimal mix is defined as the mix of vehicles that satisfies the tactical lift requirement and that has the "best" combination of low life-cycle cost, small amphibious lift footprint, and high composite reliability and maintainability.

The number of passengers, and the weight and volume of cargo that Marine Corps operational forces require for successful operations in a given scenario, is defined to be the *tactical lift requirement*. The tactical lift requirement must be estimated in an operational context and will vary by scenario in any given time period. The independent variable in this study is that portion of the tactical lift requirement that is carried by each type of vehicle in the tactical vehicle fleet.

For operational context, the study team used five operational scenarios, four of which occur in 2007 and one in 2015. In each of the five scenarios, the team estimated the operational lift requirement for each day of operations. The study team also determined the Marine Corps' baseline TWV lift capabilities for the force structure and vehicle fleets planned for FY 2007. The team used the information from the research on lift requirements and capabilities to develop alternative vehicle fleets, each capable of satisfying the lift requirements in the operational scenarios.

The study team depicted the operational lift requirements through use of a network. The nodes in the network represent the physical locations described in the operational scenarios. The number of people and the weight and volume of supplies and equipment represent the initial lift requirement for each node. Subsequent lift requirements include the movement of people, supplies, and equipment necessary to restore the initial conditions after the forces at the nodes have consumed resources and forces when forces displace. The flow and stockage of supplies to and through the scenario force combat service support areas (FCSSAs), combat service support areas (CSSAs), and mobile combat service support detachments (MCSSDs) were incorporated in the lift requirements.

3.1 Guidance From Government. The Government provided the study team with guidance during the kick-off meeting, at the 17 November 2000 Study Advisory Committee (SAC) meeting, and through the staffing of and response to issue-related point papers prepared by the study team.

3.1.1 Kick-off Meeting. The following guidance was provided to the study team during the kick-off meeting.

- The LCCEs need not be of the level of detail necessary for a source selection, but rather should comprise a rough order of magnitude costing of the various vehicle mixes. Existing LCCEs will be used when available.
- The Government will define the system performance parameters of each alternative TWV system. Within available resources and at the direction of the SAC, the study team will conduct focused excursions that address the uncertainty relative to the performance of a particular TWV or its associated trailer.
- The 6.2-ton medium fleet tactical trailer (MFTR) currently under development by the PM, Transportation, will be paired with the medium TWV.
- PM, Transportation, MARCORSYSCOM, requested an electronic version of the study and all supporting documentation. PM, Transportation, agreed to provide the support necessary to convert documents available only in hard copy to electronic copies for inclusion in the report.
- The study must address other timeframes within the scenarios to ensure that the most stressful circumstances are fully considered in evaluating TWV alternative mixes.

3.1.2 17 November 2000 SAC Meeting. The following additional guidance was provided to the study team during a SAC meeting held on 17 November 2000.

- The scenarios used to conduct the *Mobility Requirements Study-05 (MRS-05)* are appropriate for use in this study effort. The Government will ensure the study team is granted access to the relevant scenario information.
- The study team is to develop point papers for consideration by the SAC to resolve issues during the conduct of the study. The following specific issues requiring point papers were discussed during the SAC meeting.
 - HIMARS battalion tables of organization (T/Os) and tables of equipment (T/Es). Two HIMARS battalions are planned for 2007 and 2008 and should be addressed in the study effort. Currently, there are no T/Os and T/Es for these battalions. The study team was requested to develop draft T/Os and T/Es for government review and approval for use in the study.
 - Planning factors. Planning factors are a key input to the lift requirement determination of the study effort. The study team's research has identified concerns relative to the available planning factors, which were presented during the SAC meeting. The study

team is to prepare a point paper that will include a recommendation relative to what factors should be used in the study.

- Notional MAGTF. The study team was requested to develop a notional MAGTF for consideration by the SAC for use in the study effort.

3.1.3 Point Papers. The issues identified in the 17 November SAC meeting were addressed through point papers prepared by the study team and staffed with the Government.

- HIMARS battalion T/Os and T/Es. The study team determined that the artillery requirements officer of the Requirements Division, Marine Corps Combat Development Command (MCCDC), had developed a draft T/O. The study team acquired this draft T/O and developed a draft T/E. These documents were provided to the Government for review on 29 November 2000. The documents were updated based upon government review and are contained in Appendix D.
- Planning factors. The study team reviewed the various potential sources of planning factors for use in the study effort. The results of this review are contained in Appendix E.
- Notional MAGTF. The study team developed a notional MAGTF using the information contained in MCRP 5-12D, *Organization of Marine Corps Forces*, 13 October 1998. This MAGTF was submitted to the Government for review on 21 November 2000. On 28 November 2000, the Government provided the study team with an approved notional MAGTF (MEF) for use in the study. This MEF was developed by the MAA branch and is very similar to the team's notional MEF. Based upon government guidance, we have adopted the Government's notional MEF (see Appendix F) for use in the study.

3.2 Literature Search and Review. The government SOW contained an extensive list of documents relevant to this study effort. These documents have been supplemented with additional documents identified by the study team during the conduct of the literature search. A complete list of these documents is at Appendix A.

Several of the documents reviewed by the study team are particularly significant. They are the *Zero-Based Tactical Wheeled Vehicle Study*, conducted by the Center for Naval Analyses; the *Mission Area Analysis-Tactical Lift Study*, Studies and Analysis Division (MAA Branch), MCCDC; the *Mission Area Analysis (MAA) of 2007 Amphibious Assault Scenario*, Studies and Analysis Division, MCCDC, SECRET; the *Mission Area Analysis (MAA) of 2007 Southwest Asia Halt Scenario*, Studies and Analysis Division, MCCDC, SECRET; the *Mission Area Analysis (MAA) of 2015 Operational Maneuver from the Sea Scenario*, Studies and Analysis Division, MCCDC, SECRET; and the *Mobility Requirements Study-05*, SECRET, conducted by the Joint Staff.

The *Zero-Based Tactical Wheeled Vehicle Study* is particularly relevant for this study. The objectives of this study were to determine the transportation demands generated by a Marine amphibious force (MAF) operating in different scenarios, to translate these demands into types and numbers of vehicles for the MAF and the total Marine Corps, and to determine the costs of alternative vehicle fleets that met the Marine Corps needs. These tasks correspond closely to

tasks one, five, and six of this study. Because of this similarity, the methodology of the *Zero-Based Tactical Wheeled Vehicle Study* was of particular interest to the study team. The study team conducted a thorough review of this methodology to validate its analytical approach to the study effort. The approach is described in detail in section 3.4 below.

The *Mission Area Analysis-Tactical Lift Study* is another key reference. The *Tactical Lift Study* estimated the total area, volume, and weight of the equipment that must accompany a unit when deploying for combat for all units in a MEF. The results of the *Tactical Lift Study* will be used to support the determination of tactical lift requirements in the *Overarching Tactical Wheeled Vehicle Study*.

The *Mission Area Analysis (MAA) of 2007 Amphibious Assault Scenario*, the *Mission Area Analysis (MAA) of 2007 Southwest Asia Halt Scenario*, and the *Mission Area Analysis (MAA) of 2015 Operational Maneuver from the Sea Scenario* are also essential documents. The three scenarios used in these analyses were developed by the MAA Branch and are compatible with Defense Planning Guidance. The study team used the scenarios and incorporated, to the extent possible, the logistical analyses conducted as a part of these efforts into this study. The scenarios provided the basis for further logistical analysis.

MRS-05, conducted by the Joint Staff and released in November 2000, assessed the strategic mobility requirements for the *Amphibious Assault Scenario* and the *Southwest Asia Halt Scenario* for the duration of the campaign, and included scenarios that choreographed each campaign from initial deployment to appropriate end state. These scenarios formed the basis for extending the analysis from focusing only on the initial employment of Marine Forces ashore (as done in the MAA analyses) to include follow-on operations. Additional information concerning the use of this scenario is presented in section 4 below.

3.3 Interviews. Interviews with subject-matter experts focused on scenarios and planning factors, two key areas of concern related to the development of the tactical lift requirements. The following two sections provide a brief summary of these interviews and the action taken by the study team based on the interviews.

3.3.1 Scenarios. The study team conducted interviews for the purpose of identifying scenarios that expand the timeframe used in the MAA scenarios beyond the initial employment phase. These interviews were conducted at OSD, PA&E, the J-8, and HQMC, I&L Department (LPO-3). The study team was unable to identify any scenarios used to support a logistical analysis for the allocated Marine Forces. However, the *MRS-05 Study* contained a scenario with sufficient levels of detail to enable the study team to develop the TWV lift requirements for Marine Forces. During this interview process, the study team also ascertained that the *MRS-05 Study* was scheduled for release, at the earliest, in December 2000. The SAC meeting conducted on 17 November addressed the availability of this scenario data. The SAC concurred that the *MRS-05 Study* data was needed for the conduct of the study and ensured that the information would be made available to the study team. The information was received on 1 December 2000. Based on the documentation reviewed and the interviews conducted, five scenarios were developed to support the study. Four of these scenarios are set in 2007 and one in 2015. Two of the 2007 scenarios are in SWA and two in NEA. The 2015 scenario is an OMFTS operation that

takes place in NEA. An overview of these scenarios is presented in the next section, and the scenarios are described in detail at Appendix V.

3.3.2 Logistics Planning Factors. Logistics planning factors are required to estimate the resupply requirement for the Marine Corps units within the context of the various scenarios. Early in the study effort, SAC members questioned the viability of some planning factors. In an effort to establish the responsibility for and the accuracy of existing planning factors, the study team interviewed representatives of MARCORSYSCOM and HQMC, I&L Department (LPO-2). During both interviews, interviewees indicated that the existing planning factors, contained in the Logistics Management Information System (LMIS) and the MAGTF Data Library (MDL), were suspect.

During the conduct of the *Mission Area Analysis-Tactical Lift Study*, Marine Corps planning factors had been an issue, and many Army planning factors were adopted for use in that study. Therefore, the study team contacted the Army Logistics Management College (ALMC) and Major David F. Sales, Arkansas National Guard, the developer of the ALMC Logistics Estimation Workbook (LEW), to identify alternatives to the Marine Corps' planning factors. (The LEW uses the Army's planning factors to automatically compute sustainment requirements.)

Based on the interviews discussed above and the literature review, the study team briefed the 17 November 2000 SAC meeting on the availability and suitability of planning factors. The SAC requested that the study team develop a point paper with recommendations for review by the Government. The point paper at Appendix E was submitted for review and concurrence. The SAC approved the planning factors at Appendix E.

3.4 Detailed Methodology. This section provides details on how the study team accomplished the background research and the study objectives.

3.4.1 Background Research and Review. The study team conducted a thorough literature/information search as well as numerous interviews. Although significant information was collected, the data collection effort continued throughout the study effort. Background research focused on obtaining/determining:

- Relevant professional journals, databases, concepts, doctrinal publications, after-action reports, and future Marine Corps force structure documents
- Appropriate COEs, logistics planning factors, MAAs, mission needs statements (MNSs), required operational capabilities (ROCs)/operational requirements documents (ORDs), T/Os, and T/Es
- Acquisition documentation, as appropriate, to include acquisition strategy documents, fielding implementation plans, Integrated Logistics Support (ILS)/Integrated Process Team (IPT) documentation, and LCCEs
- Past and on-going Marine Corps studies that focus on future requirements for tactical lift

- A thorough understanding of the role that the family of TWVs will be expected to perform in baseline (2007) and future (2015) MAGTF operations
- The capabilities and limitations of future TWVs
- How to compare/contrast TWV capabilities and limitations and to establish tradeoff and risk criteria
- Source documents required for scenario development (Scenario development required Marine Corps involvement to ensure that current tactics and techniques were incorporated into the scenario. Appropriate approvals were provided, as required.).

The study team conducted a thorough document search using DTIC, Marine Corps Research Center archives, discussions with subject-matter experts, and the bibliographies of acquired documents. The documents identified in the government SOW were thoroughly reviewed by the team. During the literature search, emphasis was given to identification of documents related to future TWV requirements, uses, capabilities, and limitations. In addition, the Defense Acquisition Deskbook (a repository for acquisition-related information within DOD) was searched for applicable documents. A full listing of the documents reviewed is contained in Appendix A.

The study team conducted interviews with subject-matter experts to capture their expertise relative to this study effort and to locate relevant documents. A summary of key interviews is contained in Appendix C. Section 3.3 above contains a summary of the interviews conducted during the literature/information search. These interviews focused on specific areas related to the determination of the Marine Corps TWV lift requirement. Interviewees included personnel at HQMC, MCCDC, and MARCORSYSCOM. At HQMC, the study team interviewed personnel from I&L, Manpower, PP&O, and P&R Departments; at MCCDC, personnel from the Requirements, Doctrine, and Total Force Structure Divisions; and at MARCORSYSCOM, personnel from the office of the PM, Transportation.

The study team established an electronic and hardcopy library of all documentation associated with this study. Responsibilities were assigned for maintenance and execution of the data collection effort. To support this effort, the team used hardcopy and electronic libraries, a working bibliography, and a repository of computer-derived products. Procedures and controls were implemented to efficiently manage, file, correlate, access, and utilize incoming information to facilitate the production of the deliverables required by the SOW.

3.4.2 Research Design. The study team determined the appropriate mix of TWVs for each scenario. The concepts of operations in the scenarios were used to develop a network similar to the one shown in Figure 3-1. The tactical lift requirements are the Marines, equipment, and supplies that the commander would need to maintain forces at the nodes of the network. The alternative vehicle mixes were established to satisfy the lift requirements per time period. Minimum cost and minimum strategic footprint alternative vehicle mixes were developed. The

subsequent analysis was designed to support decisions regarding the desirability and affordability of mixes of vehicles.

3.4.2.1 **Determining the TWV Lift Requirements.**

The study team estimated the TWV lift requirements by estimating the lift requirements of the forces described in each operational scenario. An Access® database was used to accumulate data by unit on the number of personnel; the weight and volume of supplies, equipment, and ammunition; the gallons of water; and the gallons of fuel. The study team incorporated the following in the database:

- Units' T/Es
- Marine Corps Equipment by Table of Authorized Materiel Control Number (TAMCN)
- Marine Corps Ammunition Items by DOD Identification Code (DODIC)
- Physical Dimensions and Weight of Equipment and Ammunition Packages
- Fuel Consumption Rates
- Fuel Requirements per Day for T/E Units
- Combat Action Replacement Factors (CARF) for Equipment
- Unit Locations by Scenario
- Planning Factors for Classes of Supply.

3.4.2.2 Personnel and Equipment Lift Requirement. The study team established a lift requirement for the MAGTFs in each operational scenario by estimating the number of Marines; the weight and volume of supplies, equipment, and ammunition; the gallons of water; and the gallons of fuel a MAGTF commander would need to transport to each location in accordance with the concept of operations. TWVs, tracked vehicles, special-purpose vehicles, and trailers were not included in this lift requirement because they were considered self-moving. This approach is consistent with that taken in the *Tactical Lift Study*. The lift requirement for equipment was determined by compiling T/Es for type units and assigning the equipment T/E to unit locations. The lift requirement, weight and cube, was calculated to be the sum of the weight and volume of the equipment, fuel, and water requiring transportation for each location.

Because scenarios do not always specify which units would constitute the forces, the study team had to determine which T/Os and T/Es to include in estimating the lift requirements. As a point of departure, the team used the 20 May 2000 *Mission Area Analysis-Tactical Lift Study*, written by the Studies and Analysis Division (MAA Branch), MCCDC, to establish the database T/Os and T/Es; however, there were units in the scenarios not described in the *Tactical Lift Study*. The study team then used the Total Force Structure (TFS) database to obtain the additional

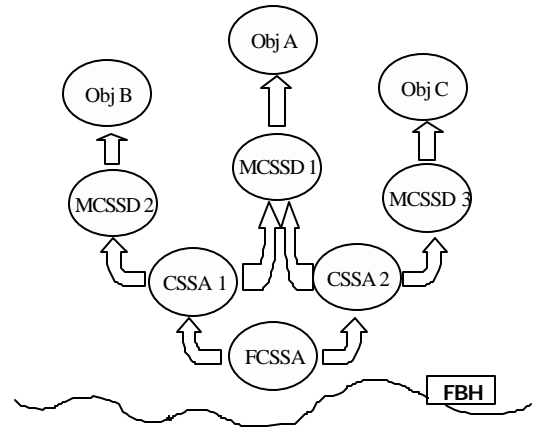


Figure 3-1. Operational Network

information, extracted the appropriate T/Os and T/Es, and parsed the data into a format suitable for inclusion in the database, to complete the T/Os and T/Es for a notional MEF. The team updated all T/Os and T/Es from the *Tactical Lift Study* using the current T/Os and T/Es for TFS to ensure that the study's T/Es were current.

The team needed the weight and dimensions of the equipment to be transported in the scenario. Fuel consumption data was also required on fuel burning equipment to estimate fuel requirements. The study team used the 7-Way reference tool in the TFS database to obtain equipment physical characteristics and fuel consumption data. Fuel consumption data was also extracted from the *Tactical Fuel Systems (1998-2010) Study* to estimate fuel requirements.

The first step in the estimation was to identify the forces to be positioned at each location according to the concept of operations for each operational scenario. For example, the operational concept for a scenario might have an infantry regiment and an artillery battalion positioned at Location A, as shown in Table 3-1. The study team identified the number of personnel; the weight and volume of supplies, equipment, and ammunition; the gallons of water; and the gallons of fuel using the T/Es and number of force units at Location A. This example of the tactical lift determination is based upon a hypothetical force, but the same logic was used for the more detailed calculations for the MAGTFs employed in the five scenarios.

Location Code	Unit	Number Units	Period
A	N2209	1	1
A	N2208	3	1
A	N1174	9	1
A	N1173	3	1
A	N1172	3	1
A	N1121	1	1

Table 3-1. Lift Requirement Determination

The study team determined the number of people at each location by using the density of personal weapons at Location A. The team extracted the number of personal weapons associated with each T/O from the T/Os in the TFS database and added the associated TAMCN to each T/E file. The team then multiplied the number of personal weapons in each type unit by the number of same-type units at a location to calculate the number of people present. By using this approach, the number of personnel at Location A is slightly underestimated because there are some who do not carry personal weapons, for example, hospital corpsmen. In this example, the operational concept would require approximately 3,648 personnel at Location A.

Data on Table of Authorized Materiel (TAM) equipment from the 7-Way research tool on the TFS website was used to update the weight, volume, and dimensions of the T/E items.

The study team calculated the required resupply for the force at each location. An example of the calculation of daily Class I food requirements for the force at Location A is as follows: The number of cases of MREs is based on providing each Marine with three meals per day. The team then multiplied the number of cases by 21 lbs/case to calculate MRE weight and .96 cubic feet/case to calculate MRE volume.

The team calculated water requirements in gallons the command would need by using the planning factors reported in Appendix E of this report. The food and water for the force at Location A is summarized in Table 3-2. (Unless otherwise stated, weight is in pounds and volume is in cubic feet.)

Water (Gals)	MRE Wt	MRE Vol
15,191.88	19,341.00	884.16

Table 3-2. Food/Water at Location A

The team estimated the weight and volume of Class II requirements at Location A by totaling the weight and volume of Type I, Class II items on the T/Es of the units. Table 3-3 summarizes the Class II lift requirements at Location A.

II Wt	II Vol
2,026,422	259,876

Table 3-3. Class II Weight and Volume at Location A

The study team used the fuel consumption data from the *Tactical Fuel Systems Study*. Fuel planning factors are item specific and include gallons per hour and hours of operation per day. The team either used the fuel requirements by T/E from the *Tactical Fuel Systems Study* or calculated the daily fuel requirement in gallons for an item of equipment by multiplying the hours/day of operation by the gallons/hour. The team then determined the daily fuel resupply requirement for each location by compiling the fuel requirement for all fuel-burning equipment at each location. The estimated fuel requirements at Location A are 12,115 gallons.

IV Wt	VI Wt	IX Wt
31,314	11,789	9,210

Table 3-4. Classes IV, VI, and IX Weights at Location A

Planning factors from the *Tactical Lift Study* were used to estimate Classes IV, VI, and IX weight requirements. The weights for Classes IV, VI, and IX are depicted in Table 3-4.

For ammunition, the study team calculated a basic allowance (BA) and two days of ammunition using the assault rates in MCO 8010 dated 15 April 1997. Package dimensions from the *Tactical Lift Study* were used to calculate the weight and volume of Class V requirements. Table 3-5 provides the weight and volume for the force at Location A.

Ammo Wt	Ammo Vol
40,970	1,122

Table 3-5. Class V Weight and Volume at Location A

The study team used the same approach for calculating the weight and volume of Class VII and VIII requirements as was used for Class II. Specifically, the team used unit T/Es to identify Type 1 equipment in supply Classes VII and VIII and calculated weight and volume using the physical characteristics of the Type 1 T/E items. The weight and volume for Class VII are shown in Table 3-6, and those for Class VIII are in Table 3-7.

VII Wt	VII Vol
222,091	31,085

Table 3-6. Class VII Weight and Volume at Location A

VIII Wt	VIII Vol
17,656	2,038

Table 3-7. Class VIII Weight and Volume at Location A

3.4.2.3 Resupply Lift Requirement. The study team established the anticipated daily resupply support requirements in each operational scenario by estimating the Class I through IX daily resupply requirement using planning factors contained in Appendix E of this report. The team calculated or estimated the personnel and equipment at each location and then applied planning factors to determine the resupply requirements (expressed in pounds per day) for each scenario location.

The study team reviewed numerous planning factors before selecting those for use in the study. The Government reviewed and approved the planning factors at Appendix E for study use. The team determined the resupply requirements in several ways. Resupply items that are a function of personnel strength, such as water, were determined by multiplying the daily planning factor by the number of personnel at a location. Resupply items related to equipment, such as fuel, were determined by compiling the number of each type of equipment at each location and applying the appropriate fuel consumption rate.

3.4.2.4 Scaling the Lift Requirements. The notional MEF was selected as the basis for comparison across all scenarios. Three of the 2007 scenarios' task organizations exactly corresponded to the notional MEF and no scaling was required. The SWA Halt scenario's task organization is based upon a Marine expeditionary brigade (MEB). To put the SWA Halt on an equal footing with the three remaining scenarios, scaling was required. Scaling the MEB to the MEF equivalent allows the notional MEF to serve as the base unit for the cost-benefit analysis conducted later in this study effort. The scaling of the MEB to an equivalent MEF was accomplished by comparing the MEB's task organization to that of the notional MEF, establishment of a percentage delta (either a positive or a negative percentage of change from the notional MEF), and an application of that delta to the MEF's established overall lift requirements. The application was applied at the MCSSDs to scale the MCSSD requirement to the notional MEF. This application provided the means to scale the MCSSD, CSSA, and FCSSA, and airfield requirements to establish the vehicle requirements of the direct support and general support companies of the transportation support battalion.

3.4.2.5 Documenting Operational Factors. The study team documented the operational factors that affect the demand for TWV support and impact the overall lift requirements for each scenario and its associated MAGTF. The team evaluated Marine Corps missions, concepts of employment, and logistics planning factors and reviewed all source documents cited in the SOW to determine these operational factors. The following operational factors were of interest:

- Providing ship (from LCAC/MV-22 offload point)-to-objective mobility/maneuver capability for Marines and their T/E equipment to enable accomplishment of their tactical mission(s).
- Providing mobility for Marines/equipment established ashore, not directly associated with the accomplishment of a tactical mission (headquarters elements, combat service support (CSS) sites, aviation combat element (ACE) airfields, forward arming and refueling points (FARPs)).

- Resupplying tactical units widely dispersed throughout the battlespace (e.g., through air delivery, land-mobile CSS log trains, caches, airdrops/parafoils/unmanned aerial vehicles). This effort will require coupling seabased ship-to-objective logistics with automated logistics information to establish “anticipated pull” to provide in-stride sustainment (with total asset visibility (TAV)); accounting for reduced demand due to the use of a lighter force ashore; and the practice of tying mobile CSS detachment/"geo-log" trains to a specific tactical maneuver formation.
- Establishing a buildup of supplies for *selected* shore-based logistics systems (i.e., ranging from FARPS/logistic train linkups/caches to buildup of supplies ashore at BSAs/LSAs/supply points). The extent to which each scenario implements the tenets of OMFTS will directly affect how much of the supply system is based ashore.

3.4.3 Establishing the Baseline. The initial task required the study team to develop a TWV baseline for the year 2007, which incorporates the Marine Corps’ planned TWV-related force structure and the planned/programmed TWV fleet for the year 2007. This task was broken into four subtasks: a review of available fielding documentation, compilation of the USMC baseline TWV fleet, extraction of a MEF-level TWV baseline, and a compilation of TWV specifications.

The study team analyzed current requirements and acquisition documentation (primarily TWV ORDs and material fielding plans) relating to the planned and programmed TWV fleets for 2007. More specifically, this effort involved compiling vehicle allocation and distribution data on all TWV systems planned and programmed to be available in 2007.

Once all TWV-related data was collected and researched, the study team constructed a database incorporating the data Marine Corps wide. The database includes the total number and type of TWVs and trailers owned, by individual unit, for the entire Marine Corps and serves as the total TWV baseline for this study.

In order to establish an appropriate baseline for analytical comparisons, the MEF-level portion of the overall TWV capability was extracted from the USMC baseline to provide a 2007 MEF TWV baseline. Later, during analyses of alternative TWV fleets, the study team compared the 2007 MEF baseline to the scaled MEF lift requirement determined for each scenario. This determination established whether the MEF TWV baseline can meet the lift requirements of each 2007 scenario. If it did not, adjustments and/or additions to planned/published TWV AAOs were required to enable the baseline to meet the requirements of either one or both of the scenarios. Any required AAO changes identified by the study team were briefed to the SAC for decision and/or approval before any additional analysis was conducted.

Concurrently, detailed specifications were researched, collected, and collated for each of the four types of TWVs and their associated trailers. This information was used to assist in measure of effectiveness (MOE)/measure of performance (MOP) development and served as the basis for comparison of TWV capabilities during the alternative TWV fleet mix analysis.

3.4.4 Developing MOEs and MOPs. The study team developed and defined mission tasks (MTs) and then, in turn, developed specific MOEs and MOPs to assist in the analysis of

alternative TWV mixes. For the purposes of this study, MTs describe the tasks that a TWV system will be expected to perform. The effectiveness of system alternatives is then measured in terms of MOEs that measure the degree to which a system performs a particular MT. MOPs are quantitative measures of a system characteristic. MOPs are tied to at least one MOE, and all MOEs are directly tied to MTs.

Completion of Tasks 1 through 3 provided the study team with a firm foundation from which to develop MTs, MOEs, and MOPs. During the background research, the team identified and reviewed the MTs, MOEs, and MOPs used in similar studies. The team updated and used these tasks and measures as applicable and derived new ones where necessary. As the MTs, MOEs, and MOPs were developed, the team conducted internal reviews to ensure that they were comprehensive, relevant, quantifiable, and clearly articulated. In addition, the team demonstrated the relationships between MTs, MOEs, and MOPs, as shown in the example below.

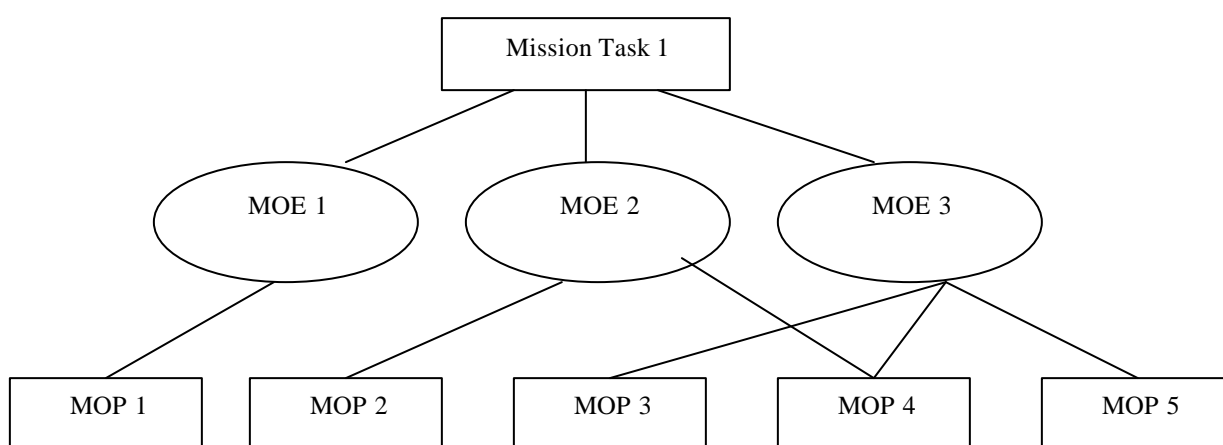


Figure 3-2. Relationships Between MTs, MOEs, and MOPs

3.4.5 Developing Alternative Mixes. The baseline TWV mix for 2007 was derived as described in section 3.4.3 above. The study team developed alternative mixes for analysis for both the 2007 and 2015 timeframes. The alternatives were presented to the SAC for approval prior to Task 6, the cost-benefit analysis. The approach to developing alternative TWV fleet mixes is presented below.

Alternative TWV fleet mixes, developed by the team, met the lift requirements developed for each scenario in Task 2. The alternative mixes reflected the SOW-directed “tradeoffs” of the ITV fleet and HMMWV fleet, and the LVSR fleet and the MTRV fleet. The mixes also complied with SOW guidance to investigate the capability to meet the lift requirement with additional and/or more capable trailers rather than additional prime movers. The alternatives described the kinds or nomenclature of the vehicles and trailers to be included in each alternative mix as well as the concept for their employment. This information provided the basis for the modeling of TWV “systems” to determine total vehicle requirements. The following possibilities were investigated (in some cases through excursions to an alternative):

- Maximum use of LVS/LVSR, with remainder of lift requirement satisfied by MTVR and trailer mixes.
- Maximum use of MTVR and trailer mixes, with remainder of lift requirement (items that cannot be hauled by the MTVR) satisfied by the LVS/LVSR.
- Maximum use of ITV with HMMWV to satisfy requirements beyond the capability of the ITV.
- ITVs in sufficient quantities to meet operational requirements using MV-22 internal load and HMMWV for all remaining requirements.

The number of trailers in each potential alternative required special attention. During the kickoff meeting, the Government directed that the planned medium fleet trailer replacement (MFTR) is to be used with the MTVR. This trailer, being developed by Oshkosh, is specifically designed for use with the MTVR. The Oshkosh trailer design allows the MTVR to pull the trailer with minimal degradation in off-road mobility and speed. The team further understood that preliminary tests with the Army-developed M1082, light medium tactical vehicle (LMTV) trailer, and the M1095, medium tactical vehicle (MTV) trailer, limit the MTVR off-road speed, in some circumstances, to 12 miles per hour, while the MTVR could negotiate the same course at 25 to 30 miles per hour. Trailer selection will clearly impact the turnaround time for MTVR resupply missions. The team was prepared to determine requirements for any trailer combination; however, additional government guidance concerning which specific trailers to use during this analysis was required. For each alternative mix, the team defined the tactical vehicle and trailer combination(s).

The M970 trailer will be available for each alternative for the distribution of bulk liquids. The study team also investigated the potential use of the 3,500-gallon flat-rack tank for bulk liquid resupply. Based upon our research and government guidance, the team incorporated the flat rack into the alternatives, as appropriate. Lift requirements in excess of 40 tons were identified, absent a specific system to satisfy the requirement.

For each alternative, the specific numbers of TWVs and trailers required to satisfy the tactical lift requirement were determined by modeling the resupply process. Model development began as soon as the study was initiated so that model inputs, outputs, and algorithms were defined before data collection began. As the model was successively refined, data formatting requirements were established to enable the data collection effort to proceed directly from source to data formatted for use in the model. The CNA June 1983 *Zero-Based Tactical Wheeled Vehicle Study* served as a starting point for identifying the principal factors to be considered in the model for this analysis. The team used the CNA study as a point of departure to define the inputs, outputs, and computation methodologies for the model. The objective was to develop a flexible, useful model at minimal cost.

The capabilities of the selected models included:

- Representing the distribution (delivery) of supplies for each scenario.

- Representing the lift requirement data developed in Task 2.
- Representing “packaging” of lift requirements for the alternative TWVs and trailer combinations.
- Determining resupply time for origin-destination pairings.
- Allowing for refueling time and driver rest.
- Providing the means to determine the number of TWVs and trailers required to meet the tactical wheeled lift requirement for each alternative mix.

In documenting the baseline, the study team established the composition and capabilities of the 2007 baseline and its ability to satisfy the lift requirement using the model described above. The projected baseline was adjusted as necessary to meet the stated lift requirements. These adjustments constituted increases or decreases in numbers of vehicles and trailers and were briefed to the SAC for final approval. The adjusted TWV baseline then served as *the baseline alternative* for the remainder of the analysis.

The study team used the model described above to determine the number of TWVs and trailers in each of the alternative mixes for the four 2007 scenarios and the 2015 scenario. These scenarios place different demands on the supply system in terms of classes and quantities of supplies required to support the force. Additionally, each scenario setting differs in terms of resupply distances and road conditions.

The study team provided the SAC with written descriptions of each of the alternatives for SAC approval prior to conducting Task 6, the cost-benefit analysis.

3.4.6 Conducting the Cost-Benefit Analysis. The study team conducted the cost-benefit analysis of the alternative mixes based upon approved MOEs and MOPs and LCCEs. The analysis integrated and built upon the results of previous analyses, as well as work performed in Tasks 1 through 6 of this study. The cost-benefit analysis provides the information necessary to enable decision makers to determine whether any of the derived alternatives offer sufficient benefits to be worth the cost. Our approach to this task is described below:

- Develop the fleet acquisition objectives for each alternative.
- Develop ROM life-cycle costs for each alternative.
- Compare the alternative mixes to the 2007 baseline.
- Conduct a tradeoff analysis to highlight the advantages and disadvantages of the alternative mixes based upon the MOEs, MOPs, and cost.

- Identify and investigate TWV issues related to the Marine Corps continued transition to Expeditionary Maneuver Warfare from 2007 to 2015.
- Develop recommendations for fleet mixes that address the issues.

During development of alternative mixes, vehicle requirements for a notional MEF were determined for each scenario. The vehicle requirement to support the notional MEF was segmented into key components for further analysis. The three components were the lift requirements to support distribution of petroleum, oil, and lubricants (POL); the lift requirements to support water distribution; and the vehicle mix requirements for all scenarios exclusive of the vehicles necessary to accomplish the POL and water distribution requirements. During this review, the team determined whether a type vehicle mix in the Northeast Asia scenario dominated¹ the same mix in the Southwest Asia scenario. If a mix was dominant, it was selected for further analysis. This process assured that sufficient lift capability was available to meet the most demanding notional MAGTF requirements. As was anticipated, the Southwest Asia scenario, of the four 2007 scenarios to be analyzed, was dominant in terms of water and POL lift requirements. The dominant vehicle mixes were also carried forward for further analysis.

3.4.6.1 Acquisition Objective. The study team developed the acquisition objective for each type vehicle and trailer for each of the alternative mixes selected for the cost-benefit analysis. The baseline acquisition objective for vehicles and trailers was established during Task 3, described above. The planned Marine Corps force structure for 2007, by unit, is the key factor required to develop the acquisition objective for the alternatives. The acquisition objective includes the vehicles required to accomplish the resupply of the MAGTF (as determined during the scenario analysis), special-use vehicles, and dedicated support vehicles. The team determined the acquisition objective using the following methodology:

- For each alternative, the team determined the TWV and trailer mix required to provide resupply support for I, II, and III MEFs using the planned 2007 force structure. The TWV and trailer mix has three components. The first component includes vehicles and trailers required to provide POL support; the second, vehicles and trailers required to provide water support; the third, vehicles and trailers required to provide all other resupply support. The team also recommended the appropriate organization to which the vehicles should be allocated, as well as those to be allocated to the reserve forces. In determining these requirements, the study team considered the operational availability requirements of the MTRV ORD and the estimate presented in the LVSR AOA.
- There are a number of specialty vehicles that could not be analyzed in the scenarios because they were not directly tied to scenario requirements. These include vehicles such as ambulances, dump trucks, and Class V(A) support vehicles. The team identified the specialty vehicles during the development of the Marine Corps-wide baseline (Task 3). The team determined the allocation of these vehicles using references such as approved Marine Corps studies with recommended distributions, acquisition objectives, material fielding plans, and other references identified during the literature search.

¹ If, for each type vehicle and trailer contained in two alternative mixes, one alternative has a larger acquisition objective, that alternative will be defined as dominant.

- Vehicles that are components of other systems were also identified during the development of the baseline. Examples include vehicular mounted radio systems, automated command and control systems, and weapons systems. The team used the 2007 baseline to determine the requirement for vehicles and trailers to support these systems.

Other elements for determining the acquisition objectives are the requirement for war reserve, which includes prepositioned vehicles (MPF and NALMEB), maintenance floats, as well as vehicles allocated to support and training units. The Marine Corps maintains planning factors for each of these categories of requirements. The study team obtained these factors and applied them appropriately.

The acquisition objective for the 2015 alternative mixes was determined in a similar manner to that described for the 2007 timeframe. The MAGTF utilized for 2015 is based on the OMFTS MAA/Concepts Division *Ship to Objective Maneuver Concept of Operations (Draft)*, an effort that includes T/O and T/E projection estimates for FY 2015 MAGTF units. It focuses on the transition from prime movers and their paired trailers to HMMWVA2s and ITVs as the TWVs of choice in the OMFTS/STOM operational environment.

3.4.6.2 Life-Cycle Cost Estimation. The team developed LCCEs for each alternative. These estimates are based on existing cost estimates for each of the vehicles and trailers in the alternative mixes. The cost estimation effort is described, in detail, below.

- Definition and Planning. Definition and planning for the cost analysis began during Task 1. Key definition and planning activities included developing system descriptions sufficient to support cost estimation, establishing the ground rules and assumptions, selecting the cost estimating techniques, and identifying resources.
 - System Definition. For this portion of the study effort, the baseline and alternative mixes consisted of a number of individual TWV systems that are combined to meet the tactical lift requirement. A system, for cost estimation purposes, is described by its component systems in sufficient detail for analysis. Later in the cost estimation process, the individual system cost estimates were applied to the alternative mix acquisition objectives to determine the alternative mix LCCEs. Because most of the systems for this study effort exist today, the team reviewed existing documentation early in the study to identify existing cost estimates and to define the individual systems to support the cost estimation process. For the ITV, the team used the ORD as a point of departure. For the conceptual trailers, the team developed physical and performance characteristics for use in the capabilities assessment and the cost estimation process. The alternative mix acquisition objectives (determined earlier in the task) provided the quantities necessary to complete the cost estimates.
 - Ground Rules and Assumptions. Particular attention was paid to the ground rules and assumptions necessary to complete the cost estimate. Ground rules and assumptions were identified and documented and provided to the Government for review early in the cost estimation process. The assumptions addressed such key issues as the system's operational life (necessary to put the 2007 fleet alternative mixes and cost

estimates on an equal footing for comparison--the same will be done for the 2015 mixes/cost estimates), OPTEMPO, IOCs, fielding schedules, basis for operating costs, and other assumptions as necessary.

- Estimating Approach. The team selected the best approach for estimating the cost on a system-by-system basis. The team updated existing cost estimates for all systems with the exception of the ITV and the conceptual trailers considered in the study. These updated estimates were largely based on extrapolations using learning curves to account for increases or reductions in acquisition objectives. The team developed cost estimates for the ITV and conceptual trailers by analogy.
- Data Collection. The team developed a data collection plan early in the study effort, which identified the cost data required to develop the estimates for each system. Data sources were identified and contacts made early in the study effort to ensure the cost estimates were completed in a timely manner. The team reviewed existing cost estimates during the cost data requirement process to identify additional or alternate cost data sources. Inflation indices and outlay profile factors were obtained from the Naval Center for Cost Analysis. The U.S. Army Cost and Economic Analysis Center, MARCORSYSCOM PA&E, and various other DoD organizations and their websites were used as sources of cost data.
- Estimate Formation. The team developed the LCCs based upon the plan developed in step one and appropriate cost estimation techniques. The cost estimation techniques selected provided the depth necessary for the study, were flexible enough to efficiently update existing estimates, and were compatible with the available data and resources. Different techniques were used for specific items of equipment. For all systems with existing LCCs, the team used learning curves to estimate investment costs. The LCCs for each of the alternative mixes include both investment (*investment cost includes RDT&E costs*) and operating and maintenance (support) costs. The ground rules and assumptions established in step one played a major role in how the estimates were determined and presented. Documentation was developed describing the derivation and data source of each estimate.
- Review and Presentation. The study team conducted a review of all cost estimates to ensure that they were complete, reasonable, realistic, and appropriately documented; contained sufficient detail; and met the study requirements. Further, the team made the estimates available to the Government for review and comment, as appropriate. Based upon the government review, the cost estimates and documentation were revised, as necessary.
- Final Documentation. The study team documented the cost analysis and incorporated the results in the final report. Detailed information concerning the cost estimates is provided in Appendix S.

3.4.6.3 Cost-Benefit Analysis. As described above, the study team determined the acquisition objective for each alternative vehicle/trailer mix based on meeting all tactical lift requirements for each scenario. This approach ensured that overall effectiveness remained constant while cost varied between the alternatives (i.e., an equal effectiveness-variable cost approach). Although each alternative mix satisfied the measures of effectiveness, there were, nonetheless, differences in the MOPs. The team presented the MOPs for each alternative mix and

highlighted the advantages and disadvantages as they related to the fleet capabilities. For example, differences in the various alternatives to conduct resupply operations under less favorable conditions are highlighted, and the contrast across the alternative mixes is presented together with the capabilities impact.

Alternative TWV mixes for 2015 are based on anticipated Marine Corps force structures, equipment mixes, missions, and COEs for that timeframe. This type of information comes almost exclusively from Marine Corps conceptual publications. Therefore, an analysis of the tenets of OMFTS, seabased logistics, and MPF 2010 and beyond was conducted to determine the likely changes to the Marine Corps' supply-support philosophy necessary to implement these concepts within the 2015 timeframe, and their potential impact upon overall TWV fleet requirements. In addition, the process of determining appropriate TWV mixes for 2015 included a review of all approved, draft, and/or planned TWV material fielding plans to determine the 2015 fielding status for all four planned TWVs and their associated trailers. Full operational capability (FOC) by 2015 was assumed, and was verified, to the extent possible, for each of the four TWV programs of record and their associated trailers.

By 2015 the fielding of the MV-22 and the AAHV will be nearing completion. In addition, during that timeframe, enabling technologies in command and control, firepower, and logistics will allow many support organizations to operate from aboard ship. These changes will support implementation of future concepts that depend upon seabasing, and it is anticipated that this transformation will result in a substantial reduction in the requirement for TWV resupply capabilities. Therefore, our 2015 TWV alternative mixes reflect this anticipated reduced requirement. Our analysis assesses these transition issues and presents the information necessary to begin transition planning in the TWV arena.

3.4.7 Data Collection and Analysis Plans. The data collection plan is at section 3.4.7.1. It identifies data and data sources for this study. Section 3.4.7.2 presents the analysis plan describing the analytical techniques used in the study.

3.4.7.1 Data Collection Plan. The data collection plan was structured to support the study effort by initially identifying the requisite data requirements and sources of information. It was developed during the conduct of the literature search and provided a roadmap that was followed to collect and compile study data. The plan supported the study tasks in determining requirements for the TWV lift; baseline of current TWV lift capability; development of MTs, MOEs, and MOPs; development of alternatives; and development of LCCs.

3.4.7.1.1 TWV Lift Requirement. The study team segmented the TWV lift requirement into three components: resupply, personnel, and the unit T/E TWV lift requirements. Each of the components possesses some unique data requirements, as presented below, for each component.

The Unit Personnel Lift Requirement. The unit personnel lift requirement is the number of personnel in a unit that may require transportation in TWVs. The unit personnel lift requirement for 2007 was determined by examining the T/Os for the units identified in the scenarios. The units were assumed to be at full strength. The MAA scenarios also have unit strength figures for Marines deployed to operational positions ashore. This information was reviewed and

incorporated into the lift requirement. T/Os were accessed through the TFS website. Approved changes in the T/Os prior to 2007 were investigated and incorporated. The 2015 scenario includes T/Os for the scenario units. These T/Os were used to determine the 2015 personnel lift requirement.

The Unit T/E Lift Requirement. The T/E lift requirement corresponds to the T/E equipment required to accompany a unit in support of combat operations as identified in the *Tactical Lift Study* MAA. This data was used as the basis for determining the unit T/E equipment requirement. The study team acquired the most current T/Es for the units under analysis and reviewed the equipment identified to accompany units into combat. The *Tactical Lift Study* MAA also provided the weight, square, and cube of this equipment. The team reviewed the computation techniques of this study and applied them to this analysis. Where necessary, the weight, cube, and dimensions for equipment were extracted from the 7-Way cross-reference system available on the TFS web page. Outsized loads were identified as well.

The Resupply TWV Lift Requirement. The TWV resupply lift requirement is a compilation of supplies, expressed in terms of class of supply, weight, square, and cube, that must be transported by TWVs daily to MAGTF units for sustainment. The determination of this requirement was made within the context of selected Marine Corps scenarios, through the application of planning factors to the scenario force, and selected data from the Marine Corps VIC runs conducted in support of the MAA process. Table 3-8 presents additional details related to the data collection plan.

Collection Area	Data Required	Data Source
Task organization	Number and types of units requiring support	Each MAA scenario. <i>MRS-05</i> .
Resupply requirement (daily)	By unit/supply point: distance, on- or off-road conditions, and supplies required by class and subclass in sufficient details to determine packaging for delivery per day	MAA scenarios collect Class I, III, and V resupply data. Determine all other class of supply requirements using planning factors. Estimate distances and road conditions using scenario laydown. <i>MRS-05</i> derivations use planning factors. Estimate distances and road conditions using scenario description.
Consumption factors	Planning factors for Classes I through IX	Research available factors and prepare point paper for government approval.
Oversized lift requirements	Itemization of any item over 40 tons	Scenario and review of appropriate T/Es for any such item.
Material handling equipment (MHE) availability for resupply *	MHE (incorporated into TWVs and standalone units) available for resupply	T/Es for standalone MHE.

Collection Area	Data Required	Data Source
		TWV capabilities for vehicle-mounted MHE.

* Note: During the analysis, the study team assumed that MHE was available where required.

Table 3-8. Resupply TWV Lift Requirement

Notional MAGTF. The notional MAGTF used throughout the study effort approximates the organizational composition of a “standard” MAGTF.

Component	Data Required	Data Source
MEF HQ, ACE, GCE, and FSSG	Units by type and multiple	Studies and Analysis Division, MCCDC

Table 3-9. Notional MAGTF Requirement and Data Sources

3.4.7.1.2 Baseline for the Current TWV Fleet and Trailers. The 2007 baseline consists of two components: the programmed distribution of TWVs and trailers as of 2007 and their characteristics. The fielding of the High-Mobility Artillery Rocket System (HIMARS) in 2007 and 2008 will add the Army-developed fleet medium tactical vehicle (FMTV) to Marine Corps units. The HIMARS will be mounted upon the FMTV. The study team assessed the requirement for sustainment of this system; however, the acquisition objective, determined later in this study, does not include this system. Currently, two MTRVs with trailers are planned to support each HIMARS system based upon discussion with the HIMARS action officer of Requirements Division, MCCDC.

Programmed Distribution of TWVs and Trailers. The baseline includes the approved distribution of TWVs and trailers for the 2007 timeframe, as presently planned. This distribution is based on current authorizations, as updated by the approved fielding plans. This data provides key information needed to establish the baseline 2007 mix of TWVs and trailers and is the point of departure for determining the acquisition objective for the alternative mixes.

Claimant	Data Required	Data Source
I, II, III MEFs and Reserves	TWVs and trailers by unit to include specialty vehicles (vehicles that are a component of another system) by unit	1. Currently fielded equipment as determined by T/Es and actual distribution based upon LMIS data provided by TFS Division, MCCDC. 2. Material fielding plans for MTRV, ITV, HMMWVA2, and associated trailers.

Claimant	Data Required	Data Source
Prepositioning–NALMEB and MPF	TWVs and trailers by unit to include specialty vehicles (vehicles that are a component of another system) by unit	1. Currently fielded equipment as determined by review of NAVMC 2907 and 2926 and MATCOM data. 2. Updated NAVMC data based upon MPFs for MTRV, LVS, ITV, HMMWVA2, and associated trailers. 3. MAGTF II/LOG AIS Version 6 and the MPS 1 database.
Schools	TWVs and trailers by unit to include specialty vehicles (vehicles that are a component of another system) by unit	1. Currently fielded equipment as determined by LMIS data. 2. Discussions with subject-matter experts at Marine schools.
War Reserve and Depot-Level Maintenance Float Account	TWVs and trailers by unit to include specialty vehicles (vehicles that are a component of another system) by unit	Currently fielded equipment as determined by LMIS data.

Table 3-10. Programmed Distribution of TWVs and Trailers

TWV and Trailer Characteristics. The information collected was that required to determine the capacity of the various TWV/trailer combinations to haul cargo, both on- and off-road, as well as any self-loading capability and relevant physical characteristics. The physical characteristics are required to assess the strategic and amphibious lift impact.

Type Equipment	Data Required	Data Source
TWVs	Hauling capacity (tons, square, cube).	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix</i> .
	Self-loading capability.	
	Physical characteristics.	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix</i> .
	On-road and off-road speed (with and without trailer--the team will need an average since it is unlikely that the team will have the root mean square (RMS) and the rating cone index (RCI) terrain characteristics for the scenario areas of operation).	MTRV COEA, LVS AOA, and MTRV-MFTR mobility test data. PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix</i> . PM as required.

Type Equipment	Data Required	Data Source
Trailers	Hauling capacity (tons, square, cube).	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix.</i>
	Physical characteristics.	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix.</i>
	Loading capability. (Can the trailer be loaded by prime mover or does it require separate MHE?)	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix.</i>
MHE	MHE available for loading and characteristics.	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix.</i>
	Physical characteristics.	PM, Transportation, <i>Current Tactical Transportation Fleet Capabilities Matrix.</i>

Table 3-11. Data Requirements for TWV and Trailer Characteristics

3.4.7.1.3 Develop MTs, MOEs, and MOPs. There were relatively few references available to support this task. The study team reviewed the LVSR AOA and other related studies. The study team also reviewed briefing notes relating to the conduct of AOAs that were provided to the study team by the TSPO. These references provided the background for the development of MOEs and MOPs, while the various concepts of employment for systems provided the context for the development of MTs and for relating MOEs to MTs.

3.4.7.1.4 Develop Alternative Mixes. The development of alternative mixes required a complete understanding of the various Marine Corps operational concepts and their implementation in 2007, as well as the various concepts of employment for yet-to-be-fielded motor transport equipment. “Packaging” for transportation required further investigation in regards to the square, cube, and weight configuration of resupply items into standard loads for transport in TWVs and trailers. Square, cube, or weight could be a controlling factor for a particular load-TWV/trailer pairing. The load packaging must, therefore, be based on the several TWVs and trailer combinations analyzed in the study.

Supply Item	Data Required	Data Source
For each supply item.	Package square, cube, and weight by appropriate vehicle/trailer combination.	1. <i>Tactical Lift Study.</i> 2. MAGTF II/LOG AIS. 3. TFS 7-Way utility. 4. Resupply requirements for the scenarios.

Table 3-12. Alternative Vehicle Mix Data Requirements and Sources

3.4.7.1.5 Develop LCCEs. LCCEs were developed for each alternative and a cost estimate provided for each TWV and trailer. The PM, Transportation, provided existing LCCEs for the various systems in the Automated Cost Estimating Integrated Tool (ACEIT) format. The team also requested learning curves for systems to enable estimation of investment costs by varying the quantity as necessary for the alternatives.

3.4.7.2 Analysis Plan. This plan describes the approach taken by the team in conducting the cost-benefit analysis. This analysis builds on the previous study work, including the determination of the TWV lift requirement and the establishment of the baseline and alternative TWV fleet mixes.

The cost-benefit analysis involves the comparison of the costs and benefits for all alternative fleet mixes. For the purposes of this effort, alternative fleet mixes were established that meet the TWV lift requirements, and the costs vary depending upon the vehicle and trailer distribution in a particular mix. For the fleet mixes of LVSRs and MTRVs, there is a theoretically continuous mix beginning with some minimum number of LVSRs for heavy loads complemented by MTRVs. The LVSR could be substituted for the MTRV while still meeting the lift requirement. It is this potential continuum that was of particular interest and merited further investigation. (It must be pointed out that certain characteristics such as amphibious lift footprint limited the feasible portion of this continuum.)

The team took a similar approach with the tradeoff between the ITV and HMMWV. The ITV and HMMWV fleet mix, to a great extent, will be driven by the need to be internally transportable by the MV-22. Other factors affecting this mix include, at a minimum, adaptability of the ITV to some of the missions currently performed by the HMMWV, such as weapons platforms. An all-ITV fleet may not be desirable, but concurrently, an all-HMMWV fleet will preclude taking full advantage of the MV-22, as envisioned in the various operational concepts.

As described in section 3.4.6, lift requirements associated with water and POL will be assessed separately by scenario to highlight potential tradeoffs and risks.

4. SCENARIOS

4.1 Overview

This section briefly describes the five scenarios used in this study and presents the TWV lift requirements calculated for each scenario. A more detailed description of the scenarios may be found at Appendix V. This study investigates the impact of emerging Marine Corps warfighting concepts on TWV requirements, and these warfighting concepts have, where possible, been implemented in all scenarios. OMFTS is the Marine Corps' capstone operational concept for the conduct of warfare in the 21st Century, applying maneuver warfare principles to the conduct of amphibious operations. OMFTS emphasizes seabasing of command and control, fire and air support, and logistics support, greatly reducing the numbers of personnel and the amount of supplies and equipment brought ashore. The implementation of OMFTS has a significant impact upon the TWV requirement.

For the detailed analysis of resupply requirements, daily resupply requirements were determined for each scenario based upon enemy and friendly activities. The daily resupply requirements were input to the models developed by the study team and used to determine the tactical wheeled vehicles required to meet the line haul requirements for each scenario. This section is intended to provide an overview of the scenarios and their employment and resupply requirements so that the reader has an understanding of the scenarios and the magnitude of lift requirements of the scenarios studied.

4.2 SWA 2007 Halt Scenario

This scenario involves the rapid deployment of U.S. forces to halt an Iraqi invasion across the Kuwaiti border into Saudi Arabia. This scenario is in the context of two concurrent major theater wars (MTWs) with the SWA theater having the lower priority. This scenario involves the rapid deployment of a MEB, which conducts an administrative maritime prepositioning force (MPF) offload. The MEB operates in conjunction with an Army mechanized infantry division to conduct delaying and defensive operations ashore (halt phase) in eastern Saudi Arabia.

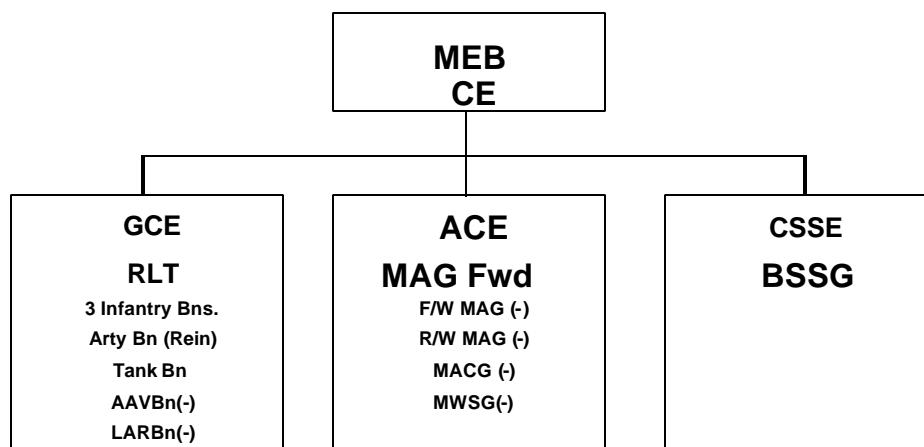


Figure 4-1. MEB Force Structure

The force structure used for the MEB (see Figure 4-1) was extrapolated by the study team from information contained in the *SWA Halt MAA Study*, the MPF MEB T/O, and notional MEB information provided by Studies and Analysis (S&A) Division, MCCDC (see Appendix G).

4.2.1 Ground Operations. The ground concept of operations for the MEB entails a defense in depth through the use of a screening/covering force consisting primarily of light armored vehicles (LAVs) and tanks, and a main body/killing force consisting of three infantry battalions, a reinforced artillery battalion, and supporting units/detachments including two AAV companies. The SWA Halt scenario is an MPF operation very similar to the initial phase of Operation Desert Shield.

4.2.2 Air Operations. The ACE of the MEB comprised a composite Marine aircraft group (MAG). The composite MAG employed 36 F/A-18s (24 Cs/12 Ds), 20 AV-8Bs, 5 EA-6Bs, 12 KC-130s, 24 CH-46Es, 16 CH-53Es, 18 AH-1s, and 9 UH-1s, for a total of 140 aircraft. Two airfields, one fixed-wing and one rotary-wing, were established.

4.2.3 Logistics Concept. The bulk of the equipment and sustainability for the MEB comes from the ships of the maritime prepositioning ships (MPS) squadron (MPSRON¹). Additional equipment and materiel also arrives with the fly-in echelon (FIE), which arrives by strategic airlift to “marry up” with the MPS equipment and supplies. The initial sustainability carried by the MEB GCE included:

- Basic allowance of ammunition and supplies (including applicable maintenance items)
- Two days of ammunition (DOA) and supply (DOS).

The MEB is to be fully operational within 10 days following initiation of the offload. The logistics concept calls for a brigade combat service support area (BCSSA) in the offload port and a subordinate CSSA located north of the port. The CSSA was established with a five-day stockpile of supplies. Two MCSSDs were constituted to support the maneuver forces. One was located just to the rear of the main body of the GCE (three infantry battalions), and the other located adjacent to the covering force (LAVs and tanks). Both MCSSDs executed unit distribution of needed supplies. Each airfield was supported by one Marine wing support squadron (MWSS) and one CSSD. Two mobile FARPs were employed to support the AH-1 Cobra gunships and AV-8B Harriers. The FARPs were collocated with the two MCSSDs and were transported by CH-53E, as needed.

4.2.4 Employment Lift Requirement. The study team calculated the lift required to employ all personnel, equipment, and supplies in this scenario, and this information is contained in the tables below. Table 4-1 below contains the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figure 4-2. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). Table 4-2 depicts the total lift

¹ A complete MPSRON provides up to 30 days of sustainment for an MPF MEB.

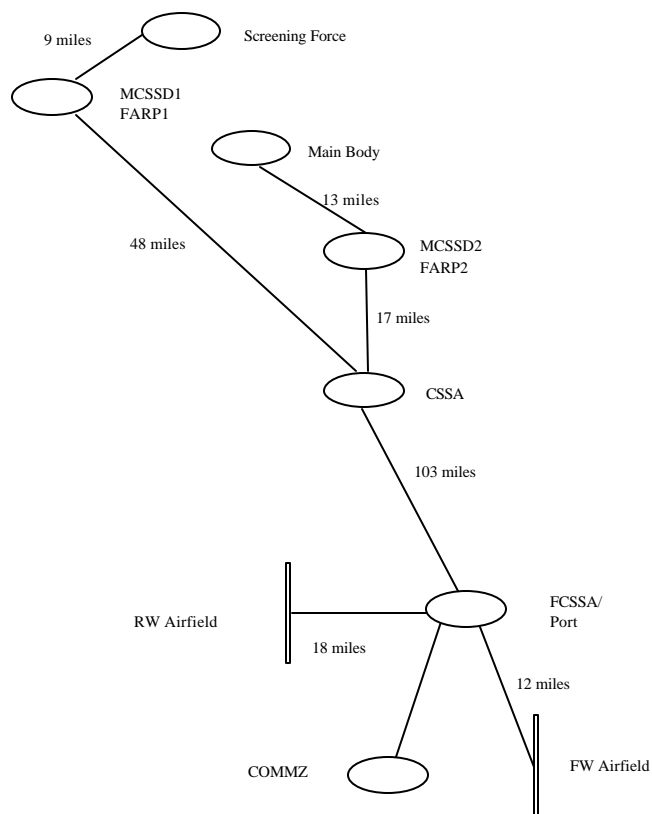


Figure 4-2. SWA Halt 2007

requirement for all units at the given location. It should be noted that not all of this requirement will be transported by TWVs as infantry units are mounted in AAVs or LAVs as appropriate.

Location	Force
A01	Screening Force
A02	Main Body
A03	MCSSD-1
A04	MCSSD-2
A05	FARP 1
A06	FARP 2
A07	CSSA
A08	FCSSA
A09	Rotary-Wing Airfield
A10	Fixed-Wing Airfield

Table 4-1. Location Identification Legend

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals) *	Water (Gals)
A01	1,574	16,527	779,639	13,379	386,552	5,037	1,920	3,935	57,824	26,013
A02	5,393	56,627	3,385,893	45,841	1,507,417	17,258	6,579	13,483	64,886	88,617
A03	197	2,069	158,086	1,675	10,110	630	240	493	4,307	3,265
A04	197	2,069	158,086	1,675	10,110	630	240	493	4,307	3,265
A05	94	987	39,391	799	1,785	301	115	235	2,604	1,555
A06	601	6,311	547,762	5,109	14,151	1,923	733	1,503	15,773	9,907
A07	425	4,463	248,785	3,613	17,506	1,360	519	1,063	8,240	7,024
A08	1,049	11,015	526,661	8,917	33,723	3,357	1,280	2,623	13,237	17,251
A09	2,039	21,410	864,070	17,332	41,741	6,525	2,488	5,098	26,839	33,458
A10	3,542	37,191	1,319,084	30,107	62,520	11,334	4,321	8,855	36,466	57,964

* Note: Fuel requirement is based upon assault rate.

Table 4-2. Employment Lift Requirement

The fixed-wing and rotary-wing airfields have aviation ordnance requirements that are not shown in Table 4-2. Aviation ordnance is delivered in 8 x 8 x 20-foot International Standardization Organization (ISO) containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements were calculated to be 34 ISO containers for the rotary-wing airfield and 365 containers for the fixed-wing airfield (see Appendix I for details).

4.2.5 Resupply Lift Requirement. Table 4-3 below provides the daily resupply requirement, in short tons, for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
A01	4.13	2.89	6.69	13.43	2.52	12.46	0.96	1.97	108.42	55.28	208.75
A02	14.16	9.90	22.92	110.22	8.63	35.53	3.29	6.74	121.66	188.31	521.35
A03	0.52	0.36	0.84	0.43	0.32	0.43	0.12	0.25	8.08	6.94	18.27
A04	0.52	0.36	0.84	0.43	0.32	0.43	0.12	0.25	8.08	6.94	18.27
A05	0.25	0.17	0.40	0.05	0.15	0.21	0.06	0.12	4.88	3.30	9.58
A06	1.58	1.10	2.55	0.22	0.96	1.31	0.37	0.75	29.57	21.05	59.47
A07	1.12	0.78	1.81	0.57	0.68	0.93	0.26	0.53	15.45	14.93	37.05
A08	2.75	1.92	4.46	1.10	1.68	2.29	0.64	1.31	24.82	36.66	77.64
A09	5.35	3.74	8.67	1.22	3.26	4.46	1.24	2.55	50.32	71.10	151.91
A10	9.30	6.50	15.05	1.58	5.67	7.74	2.16	4.43	68.37	123.17	243.97
Totals	39.67	27.73	64.22	129.24	24.18	65.79	9.22	18.89	439.66	527.68	1,346.27

* Note: The ammunition and fuel requirements are based upon the assault rate and represent the maximum resupply requirement.

Table 4-3. Daily Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are not included in the above table. Daily aviation fuel requirements for this scenario were calculated to be 410 short tons per day for the rotary-wing airfield and 957 short tons per day for the fixed-wing airfield (see Appendix I). Daily ordnance requirements were determined to be one ISO container per day for the rotary-wing airfield and 12 ISO containers for the fixed-wing airfield. Included in this total is approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift (404 short tons), the daily resupply that must be delivered by TWVs totals 2,309 short tons (1346+410+957-404=2,309).

4.3 SWA 2007 Extended Scenario

This scenario takes place after the execution of the SWA Halt scenario and subsequent force build-up. Sufficient forces have been introduced into theater to prosecute a counteroffensive and eject Iraqi forces from Kuwait. An entire MEF has been constituted in theater, primarily through introduction of additional MPSRON and FIE assets.

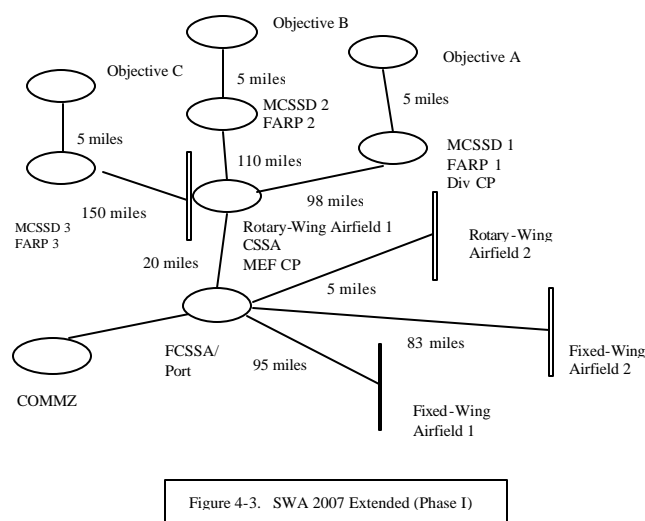
4.3.1 Ground Operations. Two Iraqi obstacle belts on the border between Saudi Arabia and Kuwait will be breached and once lanes are secured, LAV screening forces will pass through and conduct covering force operations to the MEF's front. Three RLTs, lead elements mounted in AAVs, will follow the LAVs and each RLT will proceed to one of three objectives. The first two RLTs will secure the airfield and main supply route intersections at Objective A, and one RLT will continue on to seize the airfield at Objective B. The third RLT will occupy the international airport located at Objective C (see Appendix H Classified Secret).

4.3.2 Air Operations. This scenario employs a full Marine aircraft wing (MAW) including three squadrons of MV-22 Ospreys. Aircraft totals are based on the notional MEF (Appendix F),

with some adjustments made for aircraft that will not yet be in the inventory (i.e., CH-46s for the remaining MV-22 squadrons and AV-8Bs and FA-18C/Ds for all JSF squadrons). The wing operates from two rotary-wing and two fixed-wing airfields located to the rear of the MEF area of operations.

4.3.3 Logistics Concept. The logistics concept closely resembles that utilized for Desert Storm. Reinforcing Marine units deploy from the port and airfields and link up with the MEB, which is already in theater. The BSSG becomes a FCSSA in the port where the MPF was offloaded. A subordinate CSSA is located to the north, to the rear of the defensive lines. The CSSA has a fifteen-day stockpile of supplies. Three MCSSDs were each collocated with supported maneuver regiments to provide needed support and supplies. The four airfields were each supported by a MWSS and a CSSD. Three FARPs were established (one collocated with each MCSSD) to rearm and refuel AH-1 Cobra and AV-8B aircraft. Each FARP consisted of 20 vehicles and trailers carrying fuel tanks and equipment.

4.3.4 Employment Lift Requirement. The study team calculated the lift required to employ all personnel, equipment, and supplies in this scenario, and this information is contained in the tables below. Table 4-4 below contains the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figures 4-3 and 4-4. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). Table 4-5 depicts the total lift requirement for all units at the given location. It should be noted that not all of this requirement will be transported by TWVs as infantry units are mounted in AAVs or LAVs as appropriate.



Location ID	Force
D01	Objective A
D02	Objective B
D03	Objective C
D04	MEF CP
D05	DIV CP
D06	FARP 1
D07	FARP 2
D08	FARP 3
D09	Airfield Fixed-Wing 1
D10	Airfield Fixed-Wing 2
D11	Airfield Rotary-Wing 1
D12	Airfield Rotary-Wing 2
D13	MCSSD-1
D14	MCSSD-2
D15	MCSSD-3
D16	FCSSA
D17	CSSA

Table 4-4. Location Identification Legend

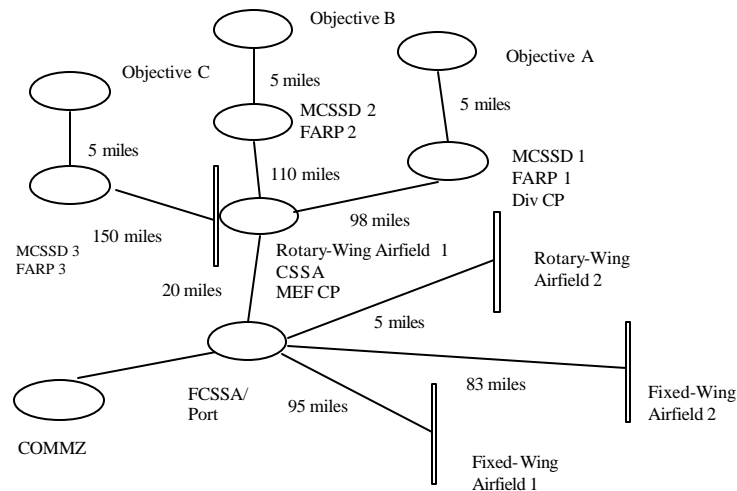


Figure 4-4. SWA 2007 Extended (Phase I)

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
D01	4,319	45,350	2,908,997	36,712	899,166	13,821	5,269	10,798	26,576	35,649
D02	6,256	65,688	3,740,463	53,176	1,463,936	20,019	7,632	15,640	96,223	52,015
D03	5,339	56,060	3,311,996	45,382	1,208,992	17,085	6,514	13,348	117,403	44,302
D04	2,969	31,175	2,241,273	25,237	84,552	9,501	3,622	7,423	51,020	24,812
D05	2,200	23,100	1,681,557	18,700	581,788	7,040	2,684	5,500	35,314	18,595
D06	472	4,956	489,782	4,012	11,711	1,510	576	1,180	11,408	3,931
D07	130	1,365	75,554	1,105	2,418	416	159	325	2,029	1,085
D08	292	3,066	222,264	2,482	5,545	934	356	730	5,087	2,419
D09	2,202	23,121	655,687	18,717	37,545	7,046	2,686	5,505	15,376	18,072
D10	3,229	33,905	1,330,822	27,447	48,351	10,333	3,939	8,073	18,684	26,448
D11	2,327	24,434	1,101,866	19,780	36,172	7,446	2,839	5,818	18,648	19,140
D12	2,131	22,376	896,337	18,114	32,393	6,819	2,600	5,328	13,318	17,490
D13	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D14	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D15	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D16	3,755	39,428	2,133,280	31,918	98,917	12,016	4,581	9,388	49,999	31,133
D17	1,862	19,551	902,268	15,827	51,686	5,958	2,272	4,655	17,711	15,406

Table 4-5. Employment Lift Requirement

The fixed-wing and rotary-wing airfields have aviation ordnance requirements that are not covered in the table above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements calculate out to 103 ISO containers for rotary-wing airfield 1, 368 containers for fixed-wing airfield 1, and 726 containers for fixed-wing airfield 2 (see Appendix I).

4.3.5 Resupply Lift Requirement. Table 4-6 below provides the daily resupply requirement, in short tons, for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
D01	11.34	7.93	18.36	73.99	6.91	0.21	2.63	5.40	49.83	75.75	252.34
D02	16.42	11.48	26.59	88.70	10.01	1.15	3.82	7.82	118.71	110.53	395.23
D03	14.01	9.80	22.69	79.83	8.54	0.54	3.26	6.67	114.85	94.14	354.34
D04	7.79	5.45	12.62	2.60	4.75	0.55	1.81	3.71	95.66	813.17	948.12
D05	5.78	4.04	9.35	51.48	3.52	0.99	1.34	2.75	66.21	39.51	184.98
D06	1.24	0.87	2.01	0.18	0.76	0.22	0.29	0.59	21.39	181.84	209.37
D07	0.34	0.24	0.55	0.06	0.21	0.08	0.08	0.16	3.80	32.37	37.89
D08	0.77	0.54	1.24	0.09	0.47	0.11	0.18	0.37	9.54	81.10	94.40
D09	5.78	4.04	9.36	0.74	3.52	0.63	1.34	2.75	28.83	245.08	302.08
D10	8.48	5.93	13.72	0.92	5.17	0.68	1.97	4.04	35.03	297.80	373.73
D11	6.11	4.27	9.89	0.74	3.72	0.64	1.42	2.91	34.97	297.24	361.90
D12	5.59	3.91	9.06	0.69	3.41	0.62	1.30	2.66	24.97	212.29	264.50
D13	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D14	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D15	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D16	9.86	6.89	15.96	2.34	6.01	4.40	2.29	4.69	93.75	796.89	943.08
D17	4.89	3.42	7.91	1.44	2.98	1.34	1.14	2.33	33.21	282.30	340.95
Totals	104.32	72.93	168.90	305.47	63.59	16.47	24.24	49.68	803.63	4,179.62	5,788.86

* Note: The ammunition and fuel requirements are based upon the assault rate and represent the maximum resupply requirement.

Table 4-6. Total Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are not included in the table above. Daily aviation fuel requirements for this scenario have been calculated to be 424 and 963 short tons per day for rotary-wing airfields 1 and 2, and 898 and 739 short tons per day for fixed-wing airfields 1 and 2, respectively (see Appendix I). Daily ordnance requirements were calculated as three ISO containers per day for rotary-wing airfield 1, 12 ISO containers for fixed-wing airfield 1, and 24 ISO containers per day for fixed-wing airfield 2. Included in these totals are approximately 18 short tons per day in aviation fuel and 45 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the 878 short tons of daily resupply delivered by airlift, the daily resupply that must be delivered by TWVs totals 7,935 short tons (5,789+424+963+898+739-878=7,935).

4.4 NEA 2007 Scenario

This scenario reflects a response to an enemy invasion of a unified Korea in the 2007 timeframe. The U.S. has committed major air, ground, and naval forces in response to the enemy attack. This scenario investigates MEF participation in the Combined Forces Command (CFC) counteroffensive that commences on or about D+60 of the overall campaign. The MEF force conducts amphibious operations on the northeast coast of Korea to cut enemy lines of communications and prevent the enemy from reinforcing their units to the south and west. A second MEF was landed in southern Korea but was held in reserve and is not addressed in this study effort.

4.4.1 Ground Operations. On Day 1 the MEF conducts a vertical assault by an RLT (minus artillery) 75 nautical miles (NM) from the amphibious task force (ATF) to Objective A (for locations of objectives see Appendix H Classified Secret). This RLT is tasked with establishing a blocking position astride a major enemy line of communication. On Day 2, concurrent surface/vertical assaults are conducted by two mechanized RLTs beginning from the ATF 25 NM at sea. Landing with these RLTs are a light armored reconnaissance (LAR) battalion, a tank battalion, an artillery regiment, a combat engineer battalion, a LAAD battery, and the forward command element of the GCE. One RLT is to secure LF Objective B, and the other LF Objective C, and both are tasked with establishing blocking positions at their respective objectives. One battalion landing team (BLT) remains afloat as the MEF reserve.

4.4.2 Air Operations. Close air support is provided by both carrier-based and land-based F/A-18s and EA-6Bs, and C-130J aircraft are operated from airfields located in southern Korea. All MAW helicopter/MV-22 and AV-8B assets are embarked aboard ATF shipping. Three of the medium lift squadrons are equipped with MV-22s and the remaining ones with CH-46Es. Once the landing force is ashore, AH-1 Cobras and AV-8Bs conduct sorties from FARPs ashore. Between eight and ten AH-1 attack helicopters operate from each FARP.

4.4.3 Logistics Concept. This scenario implemented a seabased logistics concept to the extent possible avoiding a large-scale buildup of supplies ashore. Three MCSSDs were virtually collocated and immediately established ashore following the landing of the supported maneuver regiment. A FCSSA was established ashore on Day 4 to push support to MCSSD-1 (Objective A) and MCSSD-3 (Objective B). Simultaneously, a CSSA was established in the vicinity of Green Beach (Objective C) to push support to MCSSD-2. The logistics concept called for limiting the amount of supply stockpiled within the FCSSA and CSSA to 5 days each. Supplies were provided to the FCSSA and CSSA by air and surface means from the seabase, and the FCSSA and CSSA provided support to their respective MCSSDs primarily by TWV convoy over the appropriate main supply route. However, as much resupply as possible was transported by air. In all cases, the MCSSDs were charged with executing unit distribution of all supplies to the individual battalion logistics trains. Two FARPs were used to rearm and refuel AH-1 Cobra and AV-8B aircraft. One FARP was collocated with MCSSD-1 at Objective A, and the other was located with the FCSSA at Red Beach. Each FARP consisted of 20 vehicles and trailers carrying fuel tanks and equipment.

4.4.4 Employment Lift Requirement. The study team calculated the lift required to employ all personnel, equipment, and supplies in this scenario, and this information is contained in the tables below. Table 4-7 below contains the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figure 4-5. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). Table 4-8 depicts the total lift requirement for all units at the given location. It should be noted that not all of this requirement will be transported by TWVs as infantry units are mounted in AAVs or LAVs as appropriate.

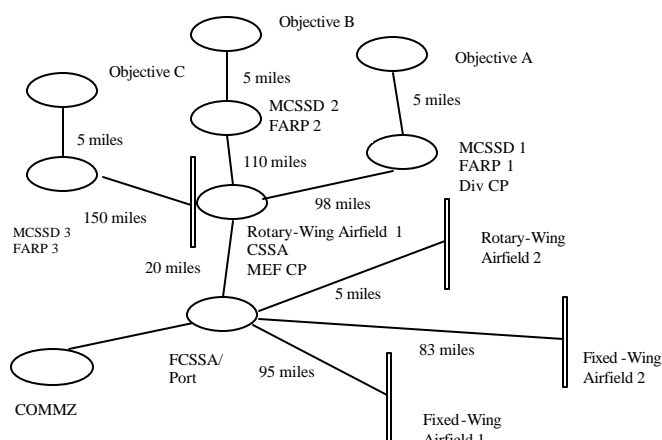


Figure 4-5. SWA 2007 Extended (Phase I)

Location	Force
B01	Objective A
B02	Objective B
B03	Objective C
B04	GCE CP
B05	FARP 1
B06	FARP 2
B07	MCSSD-1
B08	MCSSD-2
B09	MCSSD-3
B10	FCSSA
B11	CSSA

Table 4-7. Location Identification Legend

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
B01	4,085	42,893	14,992	34,723	824,520	13,072	4,984	10,213	92,152	67,047
B02	6,768	71,064	24,839	57,528	2,037,782	21,658	8,257	16,920	238,005	111,338
B03	3,441	36,131	12,628	29,249	974,230	11,011	4,198	8,603	81,065	56,498
B04	1,366	14,343	5,013	11,611	46,804	4,371	1,667	3,415	34,770	22,609
B05	296	3,108	1,086	2,516	6,921	947	361	740	12,538	4,875
B06	68	714	250	578	1,360	218	83	170	3,356	1,123
B07	569	5,975	2,088	4,837	17,992	1,821	694	1,423	34,310	9,404
B08	497	5,219	1,824	4,225	14,558	1,590	606	1,243	22,177	8,190
B09	497	5,219	1,824	4,225	14,558	1,590	606	1,243	22,177	8,190
B10	1,335	14,018	4,899	11,348	46,770	4,272	1,629	3,338	36,772	21,926
B11	135	1,418	495	1,148	7,019	432	165	338	6,152	2,226

Table 4-8. Employment Lift Requirement

The fixed-wing airfield employment lift and aviation ordnance requirements are not covered in the table above. Table 4-9, below, provides the employment lift information for these airfields and is additive to Table 4-8, above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirement was calculated as 808 ISO containers for the fixed-wing airfields (see Appendix I) and is additive to the requirement in Table 4-8.

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
F/W Aflid1	1,306	6,859	613,736	11,104	8,693	4,180	12,278	3,266	136,259	5,417
F/W Aflid 2	2,390	12,549	1,297,408	20,318	9,201	7,649	20,914	5,976	198,598	9,830

Table 4-9. Fixed-Wing Airfield Employment Lift Requirement

4.4.5 Resupply Lift Requirement. Table 4-10 below provides the daily resupply requirement, in short tons, for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
B01	10.72	7.50	17.36	68.87	6.54	0.17	2.49	5.11	85.76	71.81	276.33
B02	17.77	12.42	28.76	142.37	10.83	1.11	4.13	8.46	219.95	119.52	565.31
B03	9.03	6.31	14.62	70.68	5.51	0.40	2.10	4.30	74.02	60.54	247.52
B04	3.59	2.51	5.81	1.84	2.19	0.10	0.83	1.71	30.82	24.42	73.80
B05	0.78	0.54	1.26	0.11	0.47	0.21	0.18	0.37	14.85	5.24	24.01
B06	0.00	0.12	0.29	0.03	0.11	0.05	0.04	0.09	1.57	1.21	3.52
B07	1.49	1.04	2.42	0.32	0.91	1.13	0.35	0.71	25.74	10.14	44.26
B08	1.30	0.91	2.11	0.26	0.80	1.12	0.30	0.62	17.05	8.81	33.29
B09	1.30	0.91	2.11	0.26	0.80	1.12	0.30	0.62	17.05	8.81	33.29
B10	3.50	2.45	5.67	1.84	2.14	1.13	0.81	1.67	25.66	23.50	68.37
B11	0.35	0.25	0.57	0.30	0.22	0.17	0.08	0.17	2.06	2.39	6.57
Totals	49.85	34.97	80.99	286.89	30.49	6.71	11.62	23.82	514.53	336.39	1,376.26

* Note: The ammunition and fuel requirements are based upon the assault rate and represent the maximum resupply requirement.

Table 4-10. Daily Resupply Requirement in Short Tons

As with the employment lift requirement, the daily resupply requirements listed in Table 4-10 do not include the requirements for the two fixed-wing airfields in the southern part of Korea. Table 4-11, below, provides the daily resupply requirement for the two fixed-wing airfields only. These requirements must be added to the requirements in Table 4-10 to show the total MEF requirement.

Location ID	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (ST)	Water (ST)	Totals (ST)
F/W Aflld1	3.43	2.40	5.55	1.40	2.09	4.23	0.80	1.63	510.97	23.02	555.52
F/W Aflld2	6.27	4.39	10.16	1.43	3.82	4.68	1.46	2.99	744.74	41.78	821.71
Totals	9.70	6.78	15.71	2.82	5.91	8.91	2.26	4.62	1,255.71	64.80	1,377.23

Table 4-11. Fixed-Wing Airfield Daily Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are figured separately and are not included in either of the above tables. Daily aviation fuel requirements for this scenario have been calculated to be 1,312 short tons per day for fixed-wing airfields 1 and 2 (see Appendix I). Daily ordnance requirements calculate out to 27 ISO containers per day for the fixed-wing airfields. In addition, approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance will be required for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield aviation resupply requirement, the daily resupply that must be delivered by TWVs totals 3,229 short tons (1,376+1,377+1,312+12+30-878=3,229).

4.5 NEA 2007 Extended Scenario

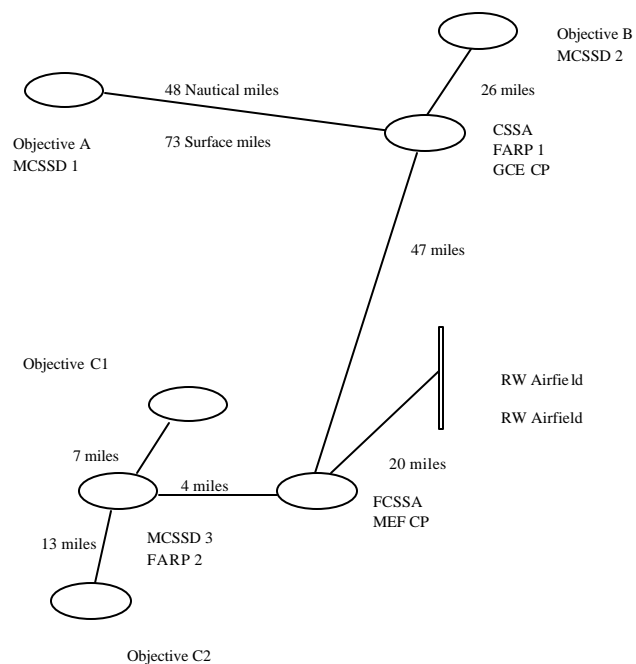
This scenario builds upon the previous NEA scenario. After successfully accomplishing its original mission the MEF transitions to an exploitation phase.

4.5.1 Ground Operations. The MEF conducts an assault into the Korean interior, bringing ashore additional personnel and equipment required to support inland operation. The RLT (-) located at original Objective C redeploys by air and surface means to new Objective C. Once relieved, the mechanized RLT previously occupying this location (old Objective B) moves by surface means toward original Objective A, executes a passage of lines with the airlifted RLT still located there, and occupies new Objective B, located approximately 20 miles to the north of old Objective A. Once this action is complete, the airlifted RLT executes a vertical assault on new Objective A, approximately 48 miles distant, by air. Again, one BLT remains afloat as the MEF reserve. As was the case in the previous NEA scenario, the surface assault force must negotiate difficult terrain while advancing to its objective.

4.5.2 Air Operations. The MEF ACE for this scenario is virtually identical to that used in the previous scenario. However, due to the distance from the ATF to the inland objectives, some rotary-wing assets are placed ashore. As before, AV-8B assets and the remaining helicopters and MV-22s operate from aboard ATF shipping. AH-1 Cobras and AV-8Bs conduct sorties from FARPs, with eight to ten AH-1 attack helicopters operating from each FARP. The F/A-18C/D, EA-6B, and C-130J aircraft operate from fixed rear-area airfields located in southern Korea.

4.5.3 Extended Logistics Concept. The FCSSA remains in place and the CSSA is reestablished at the location vacated by the airlifted RLT (original Objective A), which is approximately 47 miles from the FCSSA. The FCSSA provides support to the CSSA, which subsequently provides support to MCSSD-1 (new Objective A) and MCSSD-2 (new Objective B). The FCSSA provides MCSSD-3 located at new Objective C resupply directly. Each RLT is serviced by a MCSSD, and both the FCSSA and CSSA are limited to a supply stockpile of five days. Supplies provided from the FCSSA and CSSA to their respective MCSSDs are delivered either by helicopter or TWV convoy with as much of the resupply as possible delivered by air. MCSSDs effect unit distribution of all supplies to the individual battalion logistics trains.

4.5.4 Employment Lift Requirement. The study team calculated the lift required to employ all personnel, equipment, and supplies in this scenario, and this information is contained in the tables below. Table 4-12 below contains the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figure 4-6. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). Table 4-13 depicts the total lift requirement for all units at the given location. It should be noted that not all of this requirement will be transported by TWVs as infantry units are mounted in AAVs or LAVs as appropriate.



Location	Force
E01	Objective A
E02	Objective B
E03	Objective C
E04	GCE CP
E05	FARP 1
E06	FARP 2
E07	Airfield Rotary Wing
E08	MCSSD-1
E09	MCSSD-2
E10	MCSSD-3
E11	FCSSA
E12	CSSA
E13	MEF CP

Table 4-12. Location Identification Legend

Figure 4-6. NEA2007 Extended

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
E01	4,088	42,924	15,003	34,748	828,086	13,082	376,367	4,987	10,220	28,305	33,742
E02	5,820	61,110	21,359	49,470	1,422,077	18,624	845,714	7,100	14,550	92,047	48,366
E03	4,123	43,292	15,131	35,046	1,109,681	13,194	601,183	5,030	10,308	93,565	47,634
E04	2,958	31,059	10,856	25,143	700,816	9,466	3,751,036	3,609	7,395	83,305	34,017
E05	420	4,410	1,541	3,570	9,421	1,344	321,376	512	1,050	9,654	3,515
E06	374	3,927	1,373	3,179	8,621	1,197	379,767	456	935	8,846	3,110
E07	1,660	17,430	6,092	14,110	28,978	5,312	1,524,514	2,025	4,150	22,826	13,729
E08	743	7,802	2,727	6,316	21,650	2,378	2,672,739	906	1,858	14,667	6,205
E09	743	7,802	2,727	6,316	21,650	2,378	2,672,739	906	1,858	14,667	6,205
E10	743	7,802	2,727	6,316	21,650	2,378	2,672,739	906	1,858	14,667	6,205
E11	1,039	10,910	3,813	8,832	26,766	3,325	1,982,400	1,268	2,598	9,620	8,603
E12	537	5,639	1,971	4,565	16,393	1,718	1,805,967	655	1,343	8,115	4,475
E13	1,605	16,853	5,890	13,643	55,019	5,136	552,689	1,958	4,013	18,794	13,396

Table 4-13. Employment Lift Requirement

The fixed-wing airfields have aviation ordnance requirements that are not covered in Table 4-13. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements calculate out to 103 ISO containers for the rotary-wing airfield and 808 containers for the fixed-wing airfields (see Appendix I). Also, the additional employment lift requirement associated with the fixed-wing airfields and shown in Table 4-9 applies to this scenario, as well, and is additive to the requirements shown in Table 4-13.

4.5.5 Resupply Lift Requirement. Table 4-14 below provides the daily resupply requirement, in short tons, for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Total
E01	10.73	7.50	17.37	69.12	6.54	0.20	2.49	5.11	53.07	71.70	244
E02	15.28	10.68	24.74	87.06	9.31	1.04	3.55	7.28	172.59	102.78	434
E03	10.82	7.57	17.52	131.60	6.60	0.48	2.52	5.15	175.43	101.22	459
E04	7.76	5.43	12.57	108.17	4.73	3.34	1.80	3.70	156.20	72.29	376
E05	1.10	0.77	1.79	0.16	0.67	0.19	0.26	0.53	18.10	7.47	31
E06	0.98	0.69	1.59	0.16	0.60	0.26	0.23	0.47	16.59	6.61	28
E07	4.36	3.05	7.06	0.70	2.66	0.76	1.01	2.08	42.80	29.17	94
E08	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E09	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E10	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E11	2.73	1.91	4.42	0.72	1.66	1.05	0.63	1.30	18.04	18.28	51
E12	1.41	0.99	2.28	0.40	0.86	1.28	0.33	0.67	15.22	9.51	33
E13	4.21	2.95	6.82	2.17	2.57	0.22	0.98	2.01	35.24	28.47	86
Totals	65.24	45.61	105.63	401.43	39.76	14.05	15.16	31.07	785.77	487.06	1,990.77

* Note: The ammunition and fuel requirements are based upon the assault rate and represent the maximum resupply requirement.

Table 4-14. Daily Resupply Requirement in Short Tons

As in the previous scenario, the resupply requirements of 1,377 short tons per day for the two fixed-wing airfields (from Table 4-11) are not included in Table 4-14, and must also be added in for this scenario. In addition, aviation fuel and ordnance daily requirements are figured separately and are not included. Daily aviation fuel requirements for this scenario have been calculated to be 359 short tons per day for the rotary-wing airfield and 1,312 short tons per day for the fixed-wing airfields (see Appendix I). Daily ordnance requirements were calculated as five ISO containers for the rotary-wing airfield and 27 ISO containers per day for the fixed-wing airfields. Included in these totals are approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield aviation resupply requirement, the daily resupply that must be delivered by TWVs totals 4,160 short tons ($1,990+1,377+1,312+359-878=4,160$).

4.6 OMFTS 2015 (NEA)

This scenario is very similar to the first 2007 NEA scenario, but differs in the exact area of operations and the timeframe. The area of operations in the 2015 OMFTS scenario is slightly south of the 2007 NEA's area of operations (although still in northeast Korea). More significantly, setting the scenario in 2015 allows for a fuller implementation of the OMFTS concept since the MV-22 and the AAV should be fully fielded. The MEF's composition is depicted in Appendix G (Tables G-17 through G-20) to this study. Less of the MEF's logistics and command and control support comes ashore than was the case in the NEA 2007 scenario. The MEF is reinforced with a second AAV battalion, tank battalion, and LAR battalion in the

4.6.1 Ground Operations. The MEF mission is to control its assigned areas of operation to block enemy lines of communication (LOCs) and supply, and to block the movement of enemy forces from east to west as they attempt to attack other elements of the U.S.-led combined task force. The MEF's three RLTs were assigned missions to seize Objectives A, B, and C, respectively, and subsequently establish blocking positions in the vicinity of each objective. On Day 1 one RLT conducted a surface assault from 38 NM at sea. On day 2 a second RLT conducted a vertical assault to LZs located 86 NM from the ATF. The artillery was flown in *without* prime movers. On Day 3 the third RLT conducted a surface assault from 31 NM at sea.

4.6.3 Logistics Concept. The *Seabased Logistics* concept is implemented in this scenario. The ATF and MPF shipping (the “seabase”) provide all logistics sustainment via air. This scenario does not use traditional FCSSAs or CSSAs. Rather, it postulates the delivery of supplies – by either CH-53E or MV-22 aircraft – is made directly to the battalion logistics trains located in each objective area. An MCSSD was established ashore with each RLT to augment the receiving

[illegible]

The study team calculated the lift required to employ all personnel, equipment, and supplies in this scenario, and this information is contained in the tables below. Table 4-15 below contains the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figure 4-7. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). Table 4-16 depicts the

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total lift requirement for all units at the given location. It should be noted that not all of this requirement will be transported by TWVs as infantry units are mounted in AAVs or LAVs as appropriate.

Location	Force
C01	Objective A
C02	Objective B
C03	Objective C

Table 4-15. Location Identification Legend

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
C01	6,388	67,074	2,850,233	54,298	181,108	20,442	3,473,922	7,793	15,970	134,831	53,108
C02	3,200	33,600	1,202,180	27,200	174,431	10,240	733,997	3,904	8,000	25,706	26,374
C03	5,684	59,682	2,880,168	48,314	129,444	18,189	3,549,096	6,934	14,210	133,141	47,394

Table 4-16. Employment Lift Requirement

The fixed-wing airfields have aviation ordnance requirements that are not covered in the table above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements were calculated as 808 containers for the fixed-wing airfields. The additional employment lift requirement for the fixed-wing airfields contained in Table 4-9 is also applicable to this scenario and is additive to the lift requirement in Table 4-16.

4.6.5 Resupply Lift Requirement. Table 4-17 below provides the daily resupply requirement, in short tons, for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
C01	17	12	27	91	10	3	4	8	253	113	537
C02	8	6	14	87	5	0	2	4	48	58	233
C03	15	10	24	65	9	3	3	7	250	101	487
Totals	40	28	65	242	24	6	9	19	551	271	1,256

* Note: The ammunition and fuel requirements are based upon the assault rate and represent the maximum resupply requirement.

Table 4-17. Total Resupply Requirement in Short Tons

As in the previous two scenarios, the resupply requirements of 1,377 short tons per day for the fixed-wing airfields are not included, and they must therefore be added to Table 4-17 for this scenario, as well. Aviation fuel and ordnance daily requirements are figured separately, and are not included in the above table. Daily aviation fuel requirements for this scenario were calculated as 1,312 short tons per day for the fixed-wing airfields (see Appendix I). Daily ordnance requirements for these airfield(s) were calculated as 27 ISO containers per day. Approximately 18 short tons per day in aviation fuel and 45 short tons per day in aviation ordnance are required for all active FARPs, and these requirements must also be added in. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield resupply requirement, the daily resupply that must be delivered by TWVs totals 2,127 short tons (1,256+1,377+1,312+18+45-1,881=2,127).

5. BASELINE FOR CURRENT TWV FLEET (2007)

The baseline for the current TWV fleet is established in this section. This baseline is a projection of the current TWV fleet out to the year 2007 and takes into account the planned fielding of new TWVs and trailers to the Marine Corps. The study team collected capabilities and characteristics information for each of the baseline vehicles and trailers, and this information is presented below. In developing this baseline, the study team responded to Task 3 of the SOW, “Determine Baseline Current TWV Capabilities.” To address the study objectives the study team focused its efforts on the following vehicles:

- | | |
|--------------------------------|-------|
| • MTVR (14' Bed) Cargo 6x6 | D0198 |
| • MTVR (20' Bed) Cargo LWB | D1062 |
| • MFTR | DMFTR |
| • LVS MK 48 (Front Power Unit) | D0209 |
| • LVS MK 18 (20' Trailer) | D0881 |
| • M101A1 Cargo Trailer | D0850 |
| • HMMWVA2 Utility Truck | D1158 |
| • ITV-Cargo | D1161 |

5.1 TWV Baseline. The 2007 TWV baseline was determined by projecting future funded tactical vehicle replacement programs against the current tactical vehicle fleet. The composition of the current TWV fleet was determined by querying the LMIS Equipment Allowance File (EAF) for those vehicles normally involved in the logistical support of a MAGTF.

5.1.1 Future Vehicles. Based upon guidance from the SAC, to be included in the 2007 vehicle baseline for this study, a system must either be planned or programmed for the 2007 timeframe. There are presently four tactical vehicle replacement requirements being pursued by the Marine Corps. Of the four programs, only three are currently funded. Of those three, only the MTVR program is expected to reach FOC by FY07. The HMMWVA2 program is scheduled and funded to complete fielding to MPS by FY03.¹ The ITV program is currently funded to procure only the light strike variant vehicle. However, by direction of the SAC, the ITV, LVSR, and MFTR vehicle fleets will be assumed as fully fielded and functioning in all of the FY07 MAGTF scenarios. Table 5-1 presents a summary of the future vehicle fleet and includes (for informational purposes) the percent fill of each item within MPS by the 2007 timeframe.

¹ The HMMWVA2 will complete fielding to the MPS in FY03, HMMWVA2 Project Officer, MARCORSYSCOM, 7 February 2001.

Program	Milestone	AAO	Onhand and/or Funded	Production Start	IOC	FOC	% MPS Fill by FY07
ITV	III	2,697	329	FY02	FY03	FY13	100%
HMMWVA2	III	19,280	3,400/4,000	FY98	FY00	FY11	100% ²
MTVR ³	II (LRIP)	7,340	6,839	FY01	FY02	FY04	100%
MFTR	Unknown	2,143 ⁴	0	Unknown	Unknown	Unknown	Unknown
LVS ⁵	0	1,753	0	Unknown	FY06	FY09	Unknown

Table 5-1. Vehicle Replacement Program Summary

5.1.2 Current Vehicles. The composition of the current vehicle fleet was established by querying the LMIS EAF for those vehicles normally involved in the logistical support of a deployed MAGTF. A database using LMIS results and future vehicle distributions was created in Microsoft Access 97®. This database reflects the planned distribution of vehicles in the 2007 timeframe by T/E. This database expedited the modeling and subsequent cost analysis of alternative vehicle/trailer mixes for each of the operational scenarios. Appendix J reflects the individual data sets produced for each vehicle queried.

Using the database of vehicles -- both current and future -- the vehicle baseline for a MAGTF was created by identifying the T/E units comprising the notional MAGTF. The notional MAGTF can be found at Appendix F. Assignment of T/E numbers was based on II MEF T/E,⁶ and can be seen at Appendix J. FY01 current and FY07 future notional MAGTF vehicle baselines were created and are displayed by TAMCN in Table 5-2, below. Within the table, general-purpose cargo vehicles are identified as general purpose (GP), and specialty vehicles are identified as special purpose (SP). Appendix J provides vehicle distribution for the FY07 notional MAGTF by numbered unit T/Es.

TAMCN	Item Description	SP/GP	MAGTF (MEF) FY01 Qty	MAGTF (MEF) FY07 Qty
D1059	Truck, Cargo M813A1/M932A1/M925	GP	944	0
D1061	Truck, Cargo, XLWB M927/M928/M814	GP	156	0
D1072	Truck, Dump M929/M930/M817	SP	83	0
D1212	Truck, Wrecker M936/M816	SP	49	0
D1134	Truck, Tractor M931/M818	GP	62	62
D0198	Truck, Cargo Mk23/Mk25 (MTVR 14'Bed)	GP	0	1015
D1062	Truck, Cargo, XLWB Mk27/Mk28 (MTVR 20'Bed)	GP	0	152
D1073	Truck, Dump Mk29/Mk30	SP	0	83
D1213	Truck, Wrecker Mk36	SP	0	48
D0860	Trailer, Cargo, M105	GP	520 *	0
DMFTR	Medium Fleet Trailer Replacement (MFTR)	GP	0	444 *
D0209	Mk 48 LVS/LVSR Front Power Unit	GP	316	322

² The HMMWVA2 will complete fielding to the MPS in FY03, HMMWVA2 Project Officer, MARCORSYSCOM, 7 February 2001.

³ Neubert, Paul, MTVR Logistician, PM Transportation, MARCORSYSCOM, 6 February 2001.

⁴ Brooks, Maj, MTVR/MFTR Requirements Officer, MCCDC, 24 January 2001.

⁵ Manley, LtCol, PM Transportation, MARCORSYSCOM, 2 February 2001.

⁶ Merle, Mr. Robert P., TFSO, MCCDC, 25 January 2001.

TAMCN	Item Description	SP/GP	MAGTF (MEF) FY01 Qty	MAGTF (MEF) FY07 Qty
D0876	Mk 14 LVS Cargo Hauler	GP	213	0
D0877	Mk 15 LVS Wrecker – LVSR	SP	18	18
D0878	Mk 16 LVS Fifth Wheel – LVSR	GP	52	58
D0879	Mk 17 LVS Dropside Trailer	GP	55	0
D0881	Mk 18 Ribbon Bridge Self Load - LVSR	GP	109	266
D0235	Semi Trailer, M870	GP	52	52
D0215	Semi Trailer, M970 Refueler	GP	60	60
D1158	Truck Utility HMMWV M998/M1038	GP	1,709	1,421**
D0850	Trailer, Cargo, M101A1	GP	433	433
A1161	MRC-145 ITV	SP	0	69
A1160	MRC-138 ITV	SP	0	42
D1162	Ambulance ITV	SP	0	21
D1161	Cargo ITV	GP	0	342

* Distribution of MFTR was developed by Requirements Division and is not a one-for-one replacement of the M105 trailer.

**HMMWVA2 will retain the same TAMCNs as the HMMWV fleet it replaces with TAMCN D1180 folding into D0187.

Table 5-2. Notional MAGTF Vehicle Baseline

5.2 TWV Characteristics and Capabilities. The study team collected characteristics and capabilities data on the ITV cargo variant, HMMWVA2, MTVR (short and long bed), LVSR, M105 trailer, M101 trailer, and M870 trailer. Table 5-3 presents this data.

The M101 trailer has been included because the ORD for the LTVR requires that the HMMWV be compatible with this trailer. The M105 trailer has been included because the ORD for the MTVR requires that it be capable of safely towing and stopping loads at the rated payload of the towing vehicle and trailer capacity (M105). The M870 40-ton semi trailer has been included since it is compatible with the LVSR FPU MK48 and RBU MK18A1 fifth-wheel variant.

Cargo capacities in terms of cube, square, and weight are generally available. However, cube was not available in every instance. In these cases, to estimate cargo capacity, the study team made the following assumptions for the transportation of loose cargo:

- The ITV and the HMMWV can safely transport loose cargo stacked no higher than 24 inches in the cargo compartment.
- The medium tactical vehicle replacement (MTVR) can safely transport loose cargo stacked no higher than 48 inches.
- The length and width for the MFTR cargo area are the same as the cargo box for the standard cargo version of the MTVR.

With the assumptions listed above and data collected from the sources identified in the next paragraph, the study team estimated capacity for each of the TWVs and trailers.

The ITV dimensional data was provided by PM, Transportation, and the performance characteristics were extracted from the *Joint Operational Requirements Document (JORD) for the Family of Internally Transportable Vehicles (ITV)*, dated 11 April 2000. The HMMWVA2 dimensional data was extracted from the PM, Transportation, Current Capabilities Profile, and the performance characteristics were extracted from the *Operational Requirements Document (ORD) for the Light Tactical Vehicle Replacement (LTVR)*, dated 6 August 1998. The M101A3 trailer dimensional and performance data was extracted from TM 11240-15/4B, *Motor Transport Technical Characteristics Manual*, dated August 1994. The MTRV dimensional data was provided by PM, Transportation, and the performance characteristics were extracted from the *Operational Requirements Document (ORD) for the Medium Tactical Vehicle Replacement*, dated 12 March 1998. The M105A2 trailer dimensional and performance data was extracted from TM 11240-15/4B, *Motor Transport Technical Characteristics Manual*, dated August 1994. The MFTR dimensional data was provided by PM, Transportation, and performance data was extracted from Table 1, Notional MFTR Capabilities, of the *Medium Fleet Trailer Replacement (MFTR) Market Research Final Report*, dated 7 November 2000. The LVSR data was provided by PM, Transportation. The M870A2 trailer dimensional and performance data was extracted from TM 11240-15/4B, *Motor Transport Technical Characteristics Manual*, dated August 1994.

TWVs & Trailers	MS	TAMCN	Length (Inches)		Width (Inches)		Height (Inches)		Square Feet		Cubic Feet		Payload (Pounds)	Speed (mph) (Note 6)		Achieved/Operational Availability
			Ext.	Cgo.	Ext.	Cgo.	Ext.	Cgo. (Note 4)	Ext.	Cgo.	Ext.	Cgo.		High-way	Off Road	
ITV-C (Cargo)	III	D1167KP	180	59	65	54	66	24	81	27	447	44	3,000	(T) 60 (O) 80	30	Equivalent to HMMWVA2
HMMWVA2 (M1123)	III	D1158VII	182.5	85	86	52	56	24	108	30	683	89	4,400	(T) 65 (O) 70	30	(T) .95 (O) .97
³ / ₄ -Ton Trailer (M101A3)	NA	D0850	147	76	73.5	65.5	83	83	76	35	519	213	CC: 1,350 Hwy: 1,500	65	15	XX (Note 1)
MTVR (Cargo 6X6)	II LRIP	D0198	315	158	98	92	141	48	214	101	2522	403	CC: 14,200 Hwy: 30,000	65	30	(T) .89 (O) .90
MTVR (Cargo XLWB 6X6)	II LRIP	D1062	386.5	241	98	92	141	48	263	154	3084	615	CC: 14,200 Hwy: 30,000	65	30	(T) .89 (O) .90
1 ¹ / ₂ -Ton Trailer M105A2	NA	D0860	165.5	110	83	74	98	98	95	56.5	779	282.5	CC: 3,000 Hwy: 3,000	65	15	XX
MFTR	XX	XX (Note 1)	182 (Note 7)	157	98	92	141	48	123	107	1455	427	CC: 5,000 Hwy: 10,000	65	30	XX
LVSF Front Power Unit (FPU) and Rear Body Unit (RBU) Cargo variant (Note 3)	0	XX	456	222	101	101	102	102	160	159	3407	1280	CC: 33,000 Hwy: 45,000 (Note 5)	(T) 55 (O) 65	20	.90
M870A2, 40-Ton Low Bed (w/LVSF FPU and RBU Fifth-Wheel Variant)	NA	D0235 (NA)	510 398	368	96 96	96	72 102	40	340 159	245	2068 2253	817	80,000	(T) 35 (O) 55		XX

Note 1: XX indicates data is not available.

Note 2: Payload includes crew, personal gear, BII (basic issue items) special kits & equipment, and trailer tongue weight.

Note 3: The LVS MK18 dimensions were used for the LVSF RBU. The FPU dimensions are from the current MK48.

Note 4: In those cases where the cargo height is not identified, a factor of 48" was used for all systems, except 24" was used for the HMMWV and ITV.

Note 5: LVS: MK14 12 ¹/₂ T, CC, 22 ¹/₂ T hwy; MK17 10 T CC, 19 ¹/₂ T hwy; MK18 12 ¹/₂ T CC, 20 T hwy.

Note 6: Highway speed is maximum speed at zero-percent grade.

Note 7: External length of MFTR includes an additional assumed 24" to accommodate draw bar.

Table 5-3. TWV Characteristics and Capabilities

6. MISSION TASKS, MEASURES OF EFFECTIVENESS, AND MEASURES OF PERFORMANCE

6.1 Overview. The study team used the methodology presented in the *Analysis of Alternatives Handbook* to develop the MTs, MOEs, and MOPs required for the conduct of this study. The methodology consists of three sequential steps: determining the MTs, then, based on the MTs, determining the MOEs, and, finally, based on the MOEs, determining the MOPs.

6.2 Mission Tasks. To support development of MTs, the study team reviewed CJCSM 3500.04B, *Universal Joint Task List*, the *MAA Capabilities Defined*, and numerous doctrinal publications. The team also interviewed subject-matter experts and closely examined each of the scenarios used in this study. The *Universal Joint Task List* identifies national, strategic, and operational tasks, but leaves the identification of tactical-level tasks to the individual Services. The *MAA Capabilities Defined* presents the Marine Corps' listing of tactical-level tasks. The doctrinal publications reviewed, including MCWP 4-1, *Logistical Operations* (and all subordinate MCWP 4-series publications), provided guidelines and insight into how the Marine Corps intends to plan and conduct unit movements, logistical support, and resupply operations. The subject-matter experts interviewed by the study team provided amplification to published Marine Corps doctrine. Finally, the scenarios themselves provided the overall framework and context for the development of appropriate MTs.

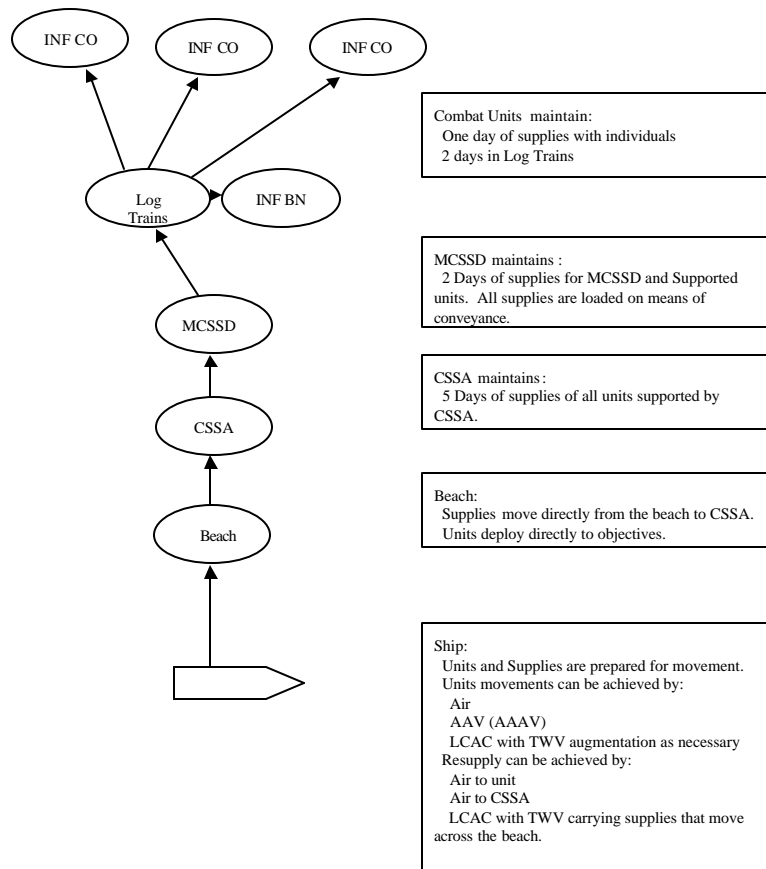
The *MAA Capabilities Defined* document is organized into the following capability areas: Deploy/Conduct Maneuver, Develop Intelligence, Employ Firepower, Perform Logistics and Combat Service Support, Exercise Command and Control, and Protect the Force. During the review of this document, the study team identified tasks relevant to this study in the Deploy/Conduct Maneuver and the Perform Logistics and Combat Service Support areas of the document. These tasks would drive requirements for TWVs and are summarized below:

- The capability to move forces administratively and tactically from the point of debarkation to their assembly areas.
- The capability to provide ship-to-objective mobility via vehicles. The vehicle can be tracked, armored, wheeled, air cushioned, or waterborne.
- The capability to load, convey, and distribute water, meals, fuel, ammunition, material, supplies, casualties, and personnel/equipment replacements.
- The capability to recover damaged, broken, or abandoned equipment.

The study team's review of scenarios also identified unit movement and logistics/resupply tasks. Within the scenarios, TWVs supported the movement of units to their initial positions and then provided continued mobility to Marines and their equipment after initial deployment had occurred. TWVs also supported the buildup of supplies within the logistical support systems established ashore and provided the means to distribute these supplies to supported units. As an illustration, an overview of the 2007 NEA scenario's logistical support concept is presented below.

The 2007 NEA scenarios are initiated by a MEF-level amphibious assault. Initial unit movement and logistical operations are conducted by air and surface means from the ships of the ATF. Figure 6-1 portrays how logistical support will be provided to an infantry battalion in these scenarios and highlights, in particular, the logistical support system requirements that TWVs will be used to satisfy. Specifically, the scenario indicates that supported units will maintain two days of supplies onboard TWVs located in their unit logistics trains. As supplies are distributed from the logistics trains to the using unit, they will have to be replenished from the stocks located at the units supporting the MCSSD.

At the MCSSD, the scenario states that the objective is to maintain two days of supplies for



supported units. These supplies remain mobile loaded (remain on vehicles and trailers versus being placed on the ground) so they can meet the tactical mobility requirements of the supported maneuver unit, while also enabling the MCSSD to provide resupply in a rapid and timely manner. Depleted MCSSD stores are replenished as necessary from the FCSSA or the CSSA (fixed supply points) supporting the MCSSD. For this scenario, the objective is to establish and maintain five days of supplies at the FCSSA and the CSSA. All of the supplies ashore must be brought in from either the ATF or the MPF afloat. The initial supplies that are moved ashore have been pre-loaded on TWVs aboard the ships. These pre-loaded vehicles are moved to the beach by LCAC, disembark, and then proceed to

their final destinations. Once all the pre-loaded TWVs have moved ashore, logistical support from the ship to shore transitions primarily to the vertical lift of supplies directly into the FCSSA and the CSSA.

Figure 6-1. Logistical Support Concept

The logistics concept presented in the scenarios reflects some aspects of both current and projected Marine Corps doctrine. Subject-matter experts have been consulted and have provided some amplification relative to stock levels at the unit logistics trains and the MCSSD. At the logistics trains, there is normally a range of one to two days of selected supplies. The same holds true for the MCSSD. However, once the available supplies reach the minimum level, supplies

should be replenished as soon as it is practically possible. The five days of supply to be established at the FCSSA and the CSSA is a minimum amount. However, even this minimum level of supply will have to be phased in gradually due to the overall demand for lift.

Unit movement by TWV is similar to the transport of supplies. For those units mounted in TWVs, initial movements begin at the ship, and once placed ashore by either air or surface means, TWVs support unit movements.

It should be noted that the logistical plan is designed to place sufficient supplies ashore so that if the flow of supplies between nodes in the supply chain is interrupted for short periods, a unit's supply needs can be met from internal supply stocks until the flow is again established. This concept places significant emphasis on the creation and proper stocking/sustainment of the FCSSA, the CSSA, MCSSD(s), and unit logistics trains.

The study team has identified two MTs for the TWV fleet. They are:

- Transport unit personnel and equipment.
- Transport supply and resupply.

6.3 Measures of Effectiveness. The MTs provide the basis for developing the MOEs. The TWV fleet, in combination with vertical lift, AAVs/AAAVs, and LAVs, must provide the MAGTF with the ability to meet its mobility and resupply needs. The MAGTF's supply needs are a combination of what is consumed and the stocks maintained at the various logistical support points (FCSSAs, CSSAs, MCSSDs, FARPS). With this in mind, the MOEs are:

- Ability to meet MAGTF mobility needs
- Ability to maintain minimum stock levels at units and logistical support points.

6.4 Measures of Performance. A MOP is a quantitative measure of a system characteristic. For this effort, these characteristics are based on the various vehicles that comprise the fleet. The proposed MOPs were briefed to the SAC on 6 March 2001. At this meeting, the SAC emphasized that there were two primary areas of interest in this study -- fleet cost and strategic footprint. Further, the SAC directed that the study team develop two TWV fleet alternatives to the base case. Both alternatives would be able to meet the lift requirement, but one would meet this requirement while minimizing the overall fleet cost while the other would minimize the overall strategic lift footprint.

7. BASELINE AND ALTERNATIVE MIXES

7.1 Overview. This section of the report presents the results of performance analyses on the capabilities of the baseline tactical vehicle fleet and the two alternative tactical vehicle fleets in the 2007 scenarios and addresses several excursions conducted as well as issues associated with transitioning the TWV fleet from 2007 to 2015. Section 7.2 presents the unit mobility analysis that documents the capability of each unit to transport its combat essential material and supplies. The unit mobility analysis specifically assesses the capability of units to transport their combat essential material; personnel; three days of Class I, III, and V supplies; and one day of the remaining classes of supplies in the unit's tactical wheeled vehicles. This analysis also develops minimum cost and strategic footprint alternatives to the baseline tactical wheeled vehicle fleet distribution. Next, section 7.3 describes the results of the line haul analysis conducted to assess the capability of the 2007 baseline to meet the resupply lift requirement and develop the minimum strategic footprint and minimum cost alternatives for the direct support company and general support company of the TSB. Section 7.4 presents an assessment of the mobility of infantry regiments. Section 7.5 presents TWV distributions, acquisition objectives, life-cycle costs, and strategic footprints for the baseline and alternatives. Section 7.6 presents the results of the MCSSD excursion. Section 7.7 presents the results of the HIPPO excursion. Section 7.8 presents a summary of information on the capabilities and costs for the baseline, alternatives, and excursions. Section 7.9 addresses issues associated with transitioning the TWV fleet from 2007 to 2015.

7.2 Unit Mobility Analysis. This section presents the results of the unit mobility analysis, which is located in its entirety at Appendix L. The electronic version of Appendix L is made up of more than 100 linked spreadsheets, most of which are tied to the current version of the TWV Study Database -- which is also included in the electronic copy of this report. Any changes made to these spreadsheets, or to the database itself, will directly affect any spreadsheets that are associated (linked) with the change that is made. This allows each of these T/E spreadsheets (in their electronic form) to be used as a dynamic planning and programming tool, and each can be appropriately adjusted as unit requirements change or new equipment is fielded.

This section is organized as follows: subsection 7.2.1 provides an overview of the capability of the 2007 baseline TWV fleet; subsection 7.2.2 develops a modified baseline that, where appropriate, corrects the deficiencies noted in the 2007 baseline fleet; subsection 7.2.3 makes additional modifications to the baseline to develop alternatives that minimize the overall strategic footprint of the TWV fleet; 7.2.4 describes the modifications to the minimum strategic footprint alternative required for the minimum cost alternative; and subsection 7.2.5 briefly compares the baseline, the modified baseline, the minimum strategic lift alternative, and the minimum cost alternative.

7.2.1 Baseline Unit Mobility Performance. This analysis identifies the unit lift requirements by T/E for all MEF units, and then contrasts those requirements with the lift capability provided to each MEF unit by the 2007 TWV Vehicle Baseline (Appendix J to this study). The results of this analysis are depicted at Tables L-1 and L-2 of Appendix L, which provide the cube shortfall/overage results and shelter bed load shortfall results, respectively, for each T/E unit. Table 7-1 below identifies the TWV baseline fleet used in this portion of the

analysis, and those numbers are also shown in Table L-3 (Appendix L). It should be noted, however, that the vehicle numbers depicted both in Table L-3 (Appendix L) and in Table 7-1 are not identical to the numbers given in section 5 and Appendix J. Appendix J results do not include the anticipated vehicle requirements for the High Mobility Artillery Rocket System (HIMARS), since HIMARS units are not technically a part of the notional MAGTF (MEF), as outlined in Appendix F of this study. However, at Government request, HIMARS vehicle requirements were developed, and are included in Table 7-1 and all subsequent tables in section 7.2 Also at Government request, the study team conducted an NBC analysis to determine lift requirements other than for T/E equipment. The results were included in this analysis. A component of the NBC analysis is the requirement for water for decontamination. The water requirement is documented in Appendix M, NBC Analysis, and Appendix L, Unit Mobility Analysis. The decontamination water requirements were not added to the line haul requirement of the study effort. A discussion of the baseline alternative, by MAGTF element, is provided below. The need for modifications to the baseline was determined by calculating the shortfall in lift capability that existed after satisfying to the extent possible unit lift requirements through use of TWVs organic to the unit and then by trying to satisfy the remaining portion of the lift requirement through TWVs organic to other units within the MAGTF element.

Vehicle	ITV Cargo	HMMWV Cargo	M101A3 Trailer	MTVR 14'	MTVR 20'	MFTR	LVSR MK48	LVSR MK18
TAMCN	D1161	D1158	D0850	D0198	D1062	DMFTR	D0209	D0881
Totals	343	1454	460	1079	152	484	325	272

Table 7-1. Vehicle Totals for the Baseline Notional MEF TWV Fleet

7.2.1.1 Command Element. For the MEF CE, as shown in Tables L-1 and L-2, there are significant by unit shortfalls in capability to transport personnel, equipment, and supplies on TWVs organic to MEF CE units. The shortfall is primarily within the communications battalion. Trying to fully mobile load the communications battalion on organic transportation is clearly not practical. However, the MEF CE headquarters, intelligence battalion, force reconnaissance company, and the Marine liaison element all had nominal shortfalls. These shortfalls were addressed through minor adjustments to the MEF headquarters group in the modified baseline and in the minimum cost and minimum strategic lift alternatives.

7.2.1.2 Ground Combat Element. For the GCE, the tank battalion, the assault amphibian vehicle (AAV) battalion, the light armored reconnaissance (LAR) battalion, and the artillery regiment were already fully self-mobile and the AAV battalions also provided significant mobility to infantry regiments. Tables L-1 and L-2 indicated an overall GCE shortfall of only 131 in terms of troop carrying capacity. However, there was a 108,000-cubic-foot cargo shortfall, plus an additional shortfall of 56 14' and 20' bed loads. The cargo shortfall centered on the combat engineer battalion (CEB).

7.2.1.3 Air Combat Element. The MEF-level ACE contains only a few organizations requiring a full mobile loading capability – such as the Marine air support squadron (MASS), the Marine unmanned aerial vehicle squadron (VMU), and the low-altitude air defense (LAAD) battalion. Most ACE units are not intended to move themselves. None of the Marine air groups,

or their subordinate flying squadrons, contain any TWV. ACE units are flown into an airfield and will not likely redeploy by surface means. Initially, the ground mobility requirements of the ACE are met entirely by the wing headquarters (HQ) and Marine wing support groups (MWSGs), and to a lesser extent by the Marine air control group (MACG). Once these very limited resources are tapped, the force service support group (FSSG) must meet all remaining surface lift requirements. Since the ACE is not designed to self-deploy by surface, it is not surprising that Tables L-1 and L-2 indicate very significant lift shortfalls.

7.2.1.4 Combat Service Support Element. As with the ACE, the units within the CSSE were never intended to fully mobile load. With the exception of the general support (GS) and direct support (DS) truck companies of the TSB, the units within the CSSE (see Table L-1) average less than 30 percent capacity to lift their T/E equipment in TWVs organic to the unit. After the more than 760 14' and 20' bed load shortfalls indicated in Table L-2 are added in, the overall lift shortfall increases by several orders of magnitude. The GS and DS truck companies' over-capacities of 88,435 and 69,699 (times 2) cubic feet, respectively, do not provide enough lift capacity to mobile load the CSSE while supporting the overall lift requirements of the MEF.

7.2.2 Modified Baseline. In Appendix L, this portion of the analysis compares the previously identified by-T/E-unit lift requirements for all MEF units to an adjusted unit lift capability, which is intended to meet the shortfalls determined in section 7.2.1 to the extent feasible. The criteria for this modified baseline limited arbitrary additions to a unit's T/E. For an increase to be made to a unit's vehicle T/E allowance, the unit already had to have an allowance for the vehicle in question. Tables L-4 and L-5 of Appendix L provide the cube shortfall/overage results and shelter bed load shortfall results, respectively, for each T/E unit for the modified baseline TWV fleet. Table 7-2 below depicts the modified baseline fleet that was used in this portion of the analysis. Those vehicle numbers are also contained at Table L-6 (Appendix L) and again they include HIMARS unit vehicle requirements. An overview of results, by MAGTF component, is provided below.

Vehicle	ITV Cargo	HMMWV Cargo	M101A3 Trailer	MTVR 14'	MTVR 20'	MFTR	LVSF MK48	LVSF MK18
TAMCN	D1161	D1158	D0850	D0198	D1062	DMFTR	D0209	D0881
Totals	343	1454	468	1201	197	617	325	272

Table 7-2. Vehicle Totals for the Modified Notional MEF Baseline TWV Fleet

7.2.2.1 Command Element. Tables L-4 and L-5 (Appendix L) show significant improvement in the capability to mobile load the MEF CE on organic transportation, in that all unit personnel and cargo cube requirements balance out (excluding communications battalion). These units, however, still possess eighteen 20' bed loads for which they have no transportation capability. Since the communications battalion already owned 20' MTVRs, their 14' MTVRs were exchanged for 20' MTVRs to reduce the lift shortfall.

7.2.2.2 Ground Combat Element. The GCE was almost fully mobile loaded and balanced out in terms of cargo lift (per Table L-4), with the exception of the engineer battalion and a few additional bed loads (see below). In this modified baseline, the division's headquarters and service (H&S) company, headquarters battalion, loaded all personnel and equipment unit lift

shortfalls from the division headquarters, the military police company, and the communications company. In the case of the engineer battalion, the number of 14' MTRVs was increased from 10 to 53 and the only item not mobile loaded was the assault kit, trackway (this item individually accounted for more than 17,010 cubic feet). Finally, adjustments were made to the division truck company (increased to 204 14' MTRVs and 189 MFTRs) to enable it to support the personnel and equipment transportation needs of the infantry regiments and the reconnaissance battalion. Infantry regiments and reconnaissance battalion personnel lift requirements were allocated between the division truck company, the AAV battalion, and the light armored vehicle (LAV) companies. (Table L-5 depicts that the modified baseline still has a shortfall of ten 20' bed loads.) Another approach to mobile loading the infantry regiments is to use only organic ITVs or HMMWVs within unit logistics trains (vice the MTRVs and trailers that were used above). This provides self-mobility to infantry regiments (except for their rifle companies) and would make the regiments completely liftable by MV-22 Osprey and/or CH-53E. Tables 7-3 and 7-4, respectively, show the additional ITV or HMMWV requirements that would be necessary to meet the personnel, equipment, and ammunition shortfalls shown in Table L-4, Appendix L, for the infantry regiment -- less the rifle companies. The additional 28,537.9 cubic foot cargo and 165,874 pound lift shortfall for the 27 rifle companies would still require transportation assets, in the form of either an additional 134 ITV/M101 trailer combinations (or 134 trailers with equivalent lift capability as the M101), or an additional 109 HMMWV/M101 trailer combinations. These quantities are additive to the totals provided in the tables below. The total dependence of infantry logistics train requirements on ITVs or HMMWVs was not considered practical at the scale of conflict examined within this study. However, mounting unit logistics trains on light tactical vehicles should be viewed as an absolute requirement for those infantry units that are part of the vertical assault. It would take a total of 44 MTRV/MFTR combinations to move the entire rifle company shortfall described above.

Infantry Unit	N1121 – HQ Co. Infantry Regiment		N1172 – H&S Co. Infantry Battalion		N1173 – Wpns Co. Infantry Battalion		MEF Totals
	Ea Unit	Total (x3)	Ea Unit	Total (x9)	Ea Unit	Total (x9)	
ITV Cargo	27	81	40	360	32	288	729
M101A3 Trailer	22	66	35	315	NA	NA	381

Table 7-3. Correction of Infantry Regiment Shortfalls (Less Rifle Companies) Using Only ITVs/M101 Trailers

Infantry Unit	N1121 – HQ Co. Infantry Regiment		N1172 – H&S Co. Infantry Battalion		N1173 – Wpns Co. Infantry Battalion		MEF Totals
	Ea Unit	Total (x3)	Ea Unit	Total (x9)	Ea Unit	Total (x9)	
HMMWV Cargo	22	66	31	279	21	189	534
M101A3 Trailer	18	54	29	261	NA	NA	315

Table 7-4. Correction of Infantry Regiment Shortfalls (Less Rifle Companies) Using Only HMMWVs/M101 Trailers

7.2.2.3 Air Combat Element. The modified baseline reduces but does not eliminate unit lift shortfalls within the ACE (see Table L-4). A number of adjustments have been made to the

baseline to achieve this reduction. First, 12 MFTR trailers were added to enable wing HQ units to move personnel and equipment. Within the MACG, the Marine tactical air command squadron (MTACS) and reinforced Marine air control squadron (MACS) exchanged their 14' and 20' MTRV mixes for all 20 footers, significantly increasing their lift capability. Further, adjustments were made to the LAAD battalion to try to enable it to be fully self-mobile (increase from four to thirteen 14' MTRVs), leaving seven 20' loads (shelters) that they could not move. The VMU squadron was made fully self-mobile by replacing all but 2 of their 14' MTRVs with 20' MTRVs, and the Marine wing communications squadron (MWCS) detachments were made more self-lift-capable by increasing their 14' MTRV numbers from 6 to 10; however, as with the LAAD battalion, there were still seven 20' shelters that could not be self-moved. The MASS squadron required no changes to be fully self-mobile. No attempt was made to increase the organic lift capability of any other ACE units since doctrinally they have no requirement for such capability.

7.2.2.4 Combat Service Support Element. The study team could find no doctrinal or conceptual justification for fully mobile loading the FSSG, especially taking into consideration the implementation of OMFTS principles. Therefore, no changes were made to the baseline within the CSSE.

7.2.3 Minimum Strategic Footprint Alternative. The next portion of the unit mobility analysis compares the previously identified by-T/E-unit lift requirements for all MEF units to an alternative T/E unit lift capability that has been adjusted to minimize the strategic footprint of the alternative. It was discovered that swapping out 20' MTRVs for as many 14' MTRVs as possible would minimize the strategic footprint while the LVSR was retained to handle heavy loads. Tables L-7 and L-8 of Appendix L provide the minimum strategic footprint alternative's cube shortfall/overage results and shelter bed load shortfall results, respectively, for each T/E unit. Table 7-5 below depicts the minimum strategic footprint alternative to the TWV baseline fleet, which was used in this portion of the analysis. Those vehicle numbers are also shown in Table L-9 (Appendix L), and once again they include HIMARS unit vehicle requirements. An overview of results, by MAGTF element, is provided below.

Vehicle	ITV Cargo	HMMWV Cargo	M101A3 Trailer	MTRV 14'	MTRV 20'	MFTR	LVSR MK48	LVSR MK18
Totals	343	1434	418	414	887	564	325	272

Table 7-5. Vehicle Totals for the Notional MEF Minimum Strategic Footprint Alternative

7.2.3.1 Command Element. For the MEF headquarters group, radio battalion, and intelligence battalion, 14' MTRVs were replaced with 20' MTRVs wherever possible, which enabled them to move the eighteen 20' load shortfall from the modified baseline, and also increase overall lift capacity by more than 25 percent. Within the communications battalion, only these changes were made to the modified baseline.

7.2.3.2 Ground Combat Element. For this alternative, where feasible, all units that received additional 14' MTRVs in the modified baseline had those 14' MTRVs exchanged for 20' MTRVs. This had the net effect of reducing the division truck company from 204 MTRVs down to 171, and from 189 MFTRs down to 156, with no loss in capability. In addition, it enabled the

truck company to move all of its outstanding 20' bed loads. For the CEB, tank battalion, AAV battalion, and LAR battalion, this replacement enabled them to drop an average of 4 MTVRs apiece. The reductions could have been greater, but in this case SIXCON shipping requirements became the limiting factor (i.e., one SIXCON per vehicle, regardless of whether it was a 14' or 20' MTRV). It should be noted that the introduction of the HIPPO and distribution to units currently authorized SIXCONs will result in an additional overall reduction in TWV requirements. The HIPPO can transport 1,500 gallons cross-country while the SIXCON/MTRV configuration is limited to 900 gallons. Within the artillery regiment, the 20' for 14' MTRV exchange was made for all but the artillery firing batteries. Since the MTVRs assigned to firing batteries haul ammunition, the loads weigh out before they cube out and the 20' MTRV provides little or no increase in capability. The study team also significantly reduced an apparent lift "over-capacity" found within the artillery regiment. This amounted to a reduction of 6 MTVRs, 20 HMMWVs, and 50 M101 trailers. For operational reasons, mix of vehicles recommended for reduction should be reviewed and adjusted as necessary.

7.2.3.3 Air Combat Element. For this alternative, very few changes were made to the modified baseline. The two exceptions were LAAD battalion and the MWCS detachments. In this alternative, LAAD exchanged thirteen 14' MTVRs for thirteen 20' MTVRs, which then enabled them to move all of their equipment – including the seven 20' loads that they could not move previously. The MWCS detachments each replaced their ten 14' MTVRs with ten 20' MTVRs. This enabled each detachment to move their remaining 20' loads, but still left a 6066-cubic-foot lift shortfall. However, since the MWCS detachments do not need to be fully self-mobile, no further changes were made to reduce this shortfall. Eliminating the shortfall entirely would have required doubling the number of 20' MTVRs in each MWCS detachment. No other changes were made.

7.2.3.4 Combat Service Support Element. For the minimum strategic footprint alternative, changes were made to the vehicle allowances in the FSSG's headquarters battalion, and to the GS and DS truck companies of the TSB. No other changes were made to the CSSE. For the HQ battalion, the net effect was an increase in cargo capacity from 290 cubic feet to 4454 cubic feet. In the GS and DS truck companies, 20' MTVRs were used to replace all 14' MTVRs, and both units were held at the baseline current level of capability. This had the net effect of reducing the GS truck company from 94 down to 62 trucks, and the DS truck company from 44 down to 35 trucks.

It should be noted that the GS company contains a significant mismatch between prime movers and trailers (50 more vehicles than trailers). The MFTR numbers indicated in Table 7-3 reflect this mismatch. However, there are several options that could be pursued that would either significantly increase lift capacity or significantly reduce the vehicle numbers in the GS truck company. First, 50 MFTRs could easily be added to the GS truck company, which would then mean that every 20' MTRV would be mated with a tow load, and would also change the MFTR total in Table 7-3 from 564 to 614 trailers. The net increase in lift capacity for this option would amount to 21,400 cubic feet. On the other hand, the unit's lift capacity could be maintained at the current level by decreasing the number of trucks and increasing the number of trailers until the satisfactory mix of the two is attained. Staying within the 88,400-cubic-foot lift capacity range, that mix would equate to 43 20' MTVRs and 38 MFTRs.

7.2.4 Minimum Cost Alternative. The minimum cost alternative was developed by reviewing the results of the minimum strategic footprint alternative and making the adjustments necessary to develop the minimum cost alternative. No adjustment was required to the MTRV mix in the minimum strategic footprint alternative. The minimum strategic footprint alternative's maximum use of the 20' MTRV not only provides a minimum strategic footprint alternative, but also results in a minimum cost alternative for this portion of the unit mobility lift requirement. However, given the relative cost of the MTRV compared to that of the LVSR, a ratio of about 3 to 1, the MTRV is substituted for the LVSR where feasible to develop the minimum cost alternative.

To develop the minimum cost alternative, the study team first identified all units of the notional MEF that are authorized LVSRs. Next, each unit's 2007 baseline was reviewed to determine the need for the various LVSR variants. Finally, adjustments were made to the LVSR and MTRV unit requirements based upon the review. Table 7-6 below summarizes the adjustments required for the minimum cost alternative.

T/E	Unit Description	MEF Multiple	Mk48 FPU		Mk16 5th Wheel		M870 Semi Trailer		Mk18A1 Trailer		Mk15 Wrecker	
			From	To	From	To	From	To	From	To	From	To
N1322	Combat Engineer Support Co., Combat Engineer Bn., Marine Division	1	6	6	6	6	6	6	1	1	1	1
N1521	H&S Co., Tank Bn., Marine Division	1	10	2	1	1	1	1	8	0	1	1
N1621	H&S Co., Assault Amphibian Bn., Marine Division	1	5	1					4		1	1
N1623	Assault Amphibian Co., Assault Amphibian Bn., Marine Division	4	1	1					1	1		
N1761	H&S Co., LAR Bn., Marine Division	1	5	1	1	1	1	1	4	0		
N2201	HQ Btry., Artillery Regiment, Marine Division	1	10	5	5	5	5	5	4	0		
N2209	HQ Btry., Artillery Bn. (m198), Artillery Regiment, Marine Division	4	2	0					2	0		
N3235	Motor Transport Maintenance Co., Maintenance Bn., FSSG	1	3	3							3	3
N3252	Engineer Support Co., Engineer Support Bn., FSSG	1	4	4	2	2	2	2			2	2
N3253	Bridge Co., Engineer Support Bn., FSSG	1	24	24					24	24		
N3255	Engineer Co., Engineer Support Bn., FSSG	3	2	2	2	2	2	2				
N3291	H&S Co., Support Bn., FSSG	1	6	6							6	6
N3295	G/S Motor Transport Company, Support Bn., FSSG	1	*	*	*	*	*	*	*	*	*	*
N3296	D/S Motor Transport Company, Support Bn., FSSG	2	*	*	*	*	*	*	*	*	*	*
N4783	Service Co., Communications Bn., SRIG	1	9	2	2	2	2	2	7	0		
N8702	Marine Wing Support Squadron (FW), MWSG, MAW	2	10	10	4	4	4	4	5	5	1	1
N8703	Marine Wing Support Squadron (RW), MWSG, MAW	2	10	10	4	4	4	4	5	5	1	1

* Addressed in MCSSD and line haul analyses.

Table 7-6. 2007 Baseline LVSR Ownership and Recommended Changes to the Minimum Strategic Footprint Alternative to Derive the Minimum Cost Alternative

7.2.5 Unit Mobility Analysis Summary. The best way to compare the capability of the baseline, the modified baseline, the minimum strategic lift alternative, and the minimum cost alternative is to look at the numbers of 14' MTRVs, 20' MTRVs, and MFTRs. This information

is synopsized in Tables 7-7 and 7-8, below. Table 7-7 provides the totals, and Table 7-8 provides another set of totals based upon an optimum mix of MTRVs and MFTRs in the GS truck company (as just described in section 7.2.3.4 above). The minimum strategic lift alternative offers proportionately greater overall capability, relative to the total number of MTRVs required. It provides lower cost as well as decreased strategic footprint through the decrease in overall numbers, and it provides an increased capacity to carry 20' bed loads.

Alternative	MTRV 14'	MTRV 20'	MFTR	Total MTRVs
2007 TWV Baseline	1079	152	484	1231
Modified Baseline	1201	197	617	1398
Minimum Strategic Footprint	414	887	564*	1301
Minimum Cost	414	923	564*	1337

*Note: Increased lift capacity option increases this quantity from 564 to 614 trailers, with no increase to MTRV quantities.

Table 7-7. Basic TWV Fleet Comparisons – MTRVs

Alternative	MTRV 14'	MTRV 20'	MFTR	Total MTRVs
2007 TWV Baseline	1079	152	484	1231
Modified Baseline	1201	197	617	1398
Minimum Strategic Footprint	414	868	594	1282
Minimum Cost	414	904	594	1218

Table 7-8. TWV Fleet Comparisons Using GS Truck Company 20' MTRV and MFTR Optimum Mix

7.3 Line Haul and MCSSD Mobility Analysis. This analysis addresses the capability of the two direct support companies and general support company of the TSB to meet both the line haul requirement of the MEF and the mobility requirement of MCSSDs with the TWV distribution planned for the 2007 baseline. This section also develops the minimum cost and minimum strategic footprint alternatives for each scenario and the best minimum strategic footprint and minimum cost alternative across scenarios. In conducting the line haul analysis, the study team developed a series of models to estimate the number of tactical wheeled vehicles required to meet the transportation requirements. Excel-based models were developed for the minimum cost and minimum strategic footprint alternatives, the MCSSD excursion alternatives, and the HIPPO excursion. The models are described in Appendix P. The results of these models are presented in Appendix R. In addition to the Excel-based models, the study team also developed an Extend-based simulation of the SWA Extended scenario that is described in Appendix W. The study team exercised the Extend-based model and achieved results consistent with those of the Excel-based models.

7.3.1 Baseline Performance. Appendix Q of this study effort presents the details of the assessment. This assessment is based on a number of improvements to the TWV assets of the direct support companies and the general support company of the TSB.

2001 Equipment Capability. This section is focused upon the use of LVSRs, MTRVs, MFTRs, M931s, and M970s to meet the line haul transportation and MCSSD mobility requirements. These vehicles will be fielded in significant numbers by 2007, the baseline date for this study effort. These new vehicles bring a significant increase in capability with respect to the currently fielded set of vehicles.

Table 7-9 compares selected capabilities of vehicles in the currently fielded fleet and in the 2007 baseline. The LVSR will replace the LVS, the MTRV with 14' bed will replace the M809 5-ton tractor, and the MFTR will replace the M105 trailer.

Vehicle/Trailer	Payload (Cross-Country)	Payload (Improved Road)	Cube
LVS (MK48 & MK18) *	25,000	40,000	1280 ISO/640 break bulk
LVSR (MK48 & MK18)	33,000	45,000	1280 ISO/640 break bulk
M809	10,000	20,000	412*
MTRV with 14' Bed	14,200	30,000	403*
M105 Trailer **	3,000	3,000	282*
MFTR	5,000	10,000	427*

* Cube based upon cargo height of 4 feet.

** Some M105 trailers may be retained for operational purposes.

*** The MK14 and MK17 versions of the LVS have no equivalent in the LVSR system. Therefore, no comparison between the LVS and LVSR is attempted for these variants of the LVS.

Table 7-9. Comparison of Vehicle Capabilities

The above table clearly shows the capability improvements of the 2007 baseline fleet over the current tactical wheeled vehicle fleet. In this analysis the full capabilities of the planned 2007 fleet were used. Table 7-10 below presents the capability of the 2001 fleet as a percentage of the capability of the 2007 baseline fleet for paired vehicles and trailers. To put this in perspective, M809 trucks can transport only 70 percent of the weight that an MTRV can transport cross-country. This improvement in load capacity translates into a substantial impact upon fleet size, based in large part on the reduced number of vehicles needed to meet the ammunition transportation requirement. Overall, the implication of the modernization program is a substantial increase in weight load capacity of the medium and heavy fleets, ranging from 24 to 30 percent cross-country and 11 to 33 percent on improved roads. This increase in weight carrying capacity substantially reduces the need for vehicles required for transport of ammunition and bulk liquids in 2007 as compared to today, 2001. The introduction of the MFTR will also have a substantial impact on the fleet's capacity to haul break bulk cargo.

Vehicle Pairing	Payload (Cross-Country)	Payload (Improved Road)	Cube
LVS vs. LVSR	76%	89%	0%
M809 vs. MTRV 14' Bed	70%	67%	102%
M105 Trailer vs. MFTR*	60%	30%	66%

Table 7-10. Capability of 2001 Fleet as a Percentage of 2007 Baseline Fleet

2007 Baseline Capability. Appendix Q, Line Haul and MCSSD Mobility Transportation Baseline Performance, assesses the capability of the 2007 baseline fleet to meet the long haul and MCSSD mobility requirements in each scenario. For each scenario, a short description of key points of the scenario is presented to give a frame of reference. The description is followed by an assessment of the baseline's capability to meet the scenario line haul lift and MCSSD mobility requirements.

7.3.1.1 SWA Halt. The SWA Halt scenario covers a period of 18 days. By day 10, the MEB is in country and the screening force, main body, and CSSA have been established. As the scenario progresses, the enemy conducts an attack during which the screening force and the main body trade space for time. As the enemy attack continues, the CSSA is moved to the rear to avoid being overrun by the enemy. The situation is stabilized by day 18 of the scenario.

The logistics support concept for this scenario was previously outlined in section four above and details are contained at Appendix V. To support the MAGTF an FCSSA was established in the vicinity of the port and a CSSA established forward to support the screening force and the main body. Supplies from the MPS required by the screening force and the main body were moved in ISO containers from the FCSSA to the CSSA. At the CSSA, the ISO containers were opened and the supplies either loaded onto vehicles or prepared as sling loads for delivery by aircraft to the MCSSDs or using units. The two MCSSDs support the screening force and the main body.

The MEB-based requirements based on this scenario were scaled to the notional MAGTF. Appendix R presents the details of the MEB-level requirements and the scaling to the notional MAGTF. The notional MAGTF is used in this discussion so that the four 2007 scenarios are on an equal footing. Tables 7-11 and 7-12 both reflect the results of this scaling from MEB to notional MEF.

SWA Halt Baseline Performance. The 2007 baseline vehicle distribution to the direct support companies and the general support company of the TSB for the vehicles of interest is presented in Table 7-11. Bridge company LVSRs have been included in this table because it is unlikely that the bridges will be needed in this scenario and these LVSRs could be made available to support the line haul mission. The vehicles available to support the line haul mission are presented in Table 7-11.

Unit	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
General Support Company, Transportation Support Battalion	78	94	0	5	20
Direct Support Company, Transportation Support Battalion*	104	72	0	72	0
Bridge Company, Engineer Support Battalion	24	N/A	N/A	N/A	N/A
Total:	206	166	0	77	20

* There are 2 direct support companies in the TSB.

Table 7-11. Notional MAGTF Baseline Vehicles Available for Line Haul and MCSSD Support in SWA Halt Scenario

Table 7-12 presents the capacity of the baseline to meet the requirements of the SWA Halt scenario. There is a shortfall in the capability of the baseline to meet all requirements. This shortfall is the equivalent of 4 MTRVs with 20' bed.

Requirement/Resource	LVS	MTRV 14'	MTRV 20'	MTR	M970
Scenario requirement	206	166	4	77	20
Available resources	206	166	0	77	20
Delta:	0	0	- 4	0	0

Table 7-12. SWA Halt Line Haul and MCSSD Baseline Performance

7.3.1.2 SWA Extended. The SWA Extended scenario covers a period of 29 days starting approximately 3 ½ months after the termination of the SWA Halt scenario. During this time, additional forces are deployed to the region bringing the Marine force to a full notional MEF. In the scenario, the coalition forces conduct a counterattack that covers approximately 300 miles beginning at the termination point of the SWA Halt scenario. Unit average daily movement is approximately 25 miles. However, some units move up to 50 miles on a given day. This scenario stresses the CSSE's capability to support forward units of the GCE. An overview of the logistics support plan for this scenario is presented in section 4 above with details at Appendix V.

SWA Extended Baseline Performance. The 2007 notional MAGTF distribution of baseline vehicles developed in the SWA Halt scenario is applicable to the SWA Extended scenario as well. Table 7-13 presents the capacity of this baseline to meet the requirements of the SWA Extended scenario. There is a shortfall in the capability of the baseline to meet all requirements. This shortfall is the equivalent of 9 MTRVs with 20' bed. The baseline analysis is presented in Appendix Q.

Requirement/Resource	LVS	MTRV 14'	MTRV 20'	MTR	M970
Scenario requirement	206	166	9	77	20
Available resources	206	166	0	77	20
Delta:	0	0	- 9	0	0

Table 7-13. SWA Extended Line Haul and MCSSD Baseline Performance

7.3.1.3 NEA. The NEA scenario covers 18 days during which the MEF conducts both an amphibious and vertical assault to establish blocking positions astride the enemy LOC. In this scenario the FCSSA supports two regiments while the CSSA supports the third regiment. The regiments are geographically separated. An overview of the logistics support concept is presented in section 4 with details contained at Appendix V.

NEA Baseline Performance. In this scenario the baseline used in the SWA Halt scenario was modified by subtracting 24 bridge company LVSs (in NEA scenarios these LVSs would have to be used for their primary mission.). Table 7-14 presents the capacity of the baseline to meet the requirements of this scenario. The baseline can meet the requirement with excess capacity.

Requirement/Resource	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Scenario requirement	137	85	0	32	0
Available resources	182	166	0	77	20
Delta:	+45	+81	0	+45	0

Table 7-14. NEA Line Haul and MCSSD Baseline Performance

7.3.1.4 NEA Extended. The NEA Extended scenario covers 32 days during which the MEF conducts a counterattack to reestablish the international border. One regiment is inserted by vertical lift while the two remaining regiments use ground transportation during the counterattack. The CSSA is moved forward of the FCSSA during this scenario. The overview of the logistics support concept for this scenario is presented in section 4 above with details contained at Appendix V.

NEA Extended Baseline Performance. The baseline vehicle distribution identified above for the NEA scenario is used again in the NEA Extended scenario. Table 7-15 presents the capacity of the baseline to meet the requirements of this scenario. The baseline can meet the requirement with excess capacity.

Requirement/Resource	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Scenario requirement	132	130	0	32	0
Available resources	182	166	0	77	20
Delta:	+50	+36	0	+45	0

Table 7-15. NEA Extended Line Haul and MCSSD Baseline Performance

7.3.2 Minimum Strategic Footprint Alternatives. This section summarizes the results of the analysis conducted to develop the minimum strategic footprint alternatives for supporting the line haul and MCSSD requirements of each scenario. The detailed description of the alternative development is presented at Appendix R. The results of the analysis to develop these alternatives are presented in Tables 7-16 through 7-19 below. The alternatives are presented in terms of that mix of vehicles assigned to the direct support companies and the general support company of the TSB that provides the minimum strategic footprint while still meeting the scenario line haul lift and MCSSD mobility requirements.

Component	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	30	24	64	6	20
MCSSD	172	0	18	16	0
Total:	202	24	82	22	20

Table 7-16. SWA Halt Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	26	76	51	4	20
MCSSD	170	0	17	15	0
Total:	196	76	68	19	20

Table 7-17. SWA Extended Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	43	11	17	0
MCSSD	137	0	17	15	0
Total:	137	43	28	32	0

Table 7-18. NEA Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	76	19	17	0
MCSSD	132	0	17	15	0
Total:	132	76	36	32	0

Table 7-19. NEA Extended Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Best Minimum Strategic Footprint Alternative. The best minimum strategic footprint alternative is that alternative that meets the line haul and MCSSD mobility requirements of all scenarios while providing the minimum strategic footprint. The SWA Halt and SWA Extended vehicle requirements require more vehicles by type than the NEA scenarios. Therefore, the SWA Halt and SWA Extended scenario vehicle requirements formed the basis for the best minimum strategic footprint alternative. Table 7-20 below presents this alternative in terms of total vehicles required and the recommended distribution to the general support and direct support companies of the TSB. The TSB is organized with one general support company and two direct support companies. Within the table, the recommended distribution of vehicles to the direct support companies has two entries. The first entry is the number per company and the second number within the “()” identifies the total for the two companies of the TSB. This convention will be followed throughout the report.

The LVSr and MFTR total requirements were extracted from the SWA Halt requirements. The M970 requirement was common to both scenarios. The MTVR requirements were determined by looking at both the SWA Halt and SWA Extended scenarios and substituting MTVRs with 20’ bed from the SWA Extended requirement for MTVRs with 14’ bed in the SWA Halt scenario.

	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Minimum Footprint Total	202	38	82	22	20
General Support	42	24	64	6	20
Direct Support	80 (160)	7 (14)	9 (18)	8 (16)	0

Table 7-20. Best Minimum Strategic Footprint Alternative

7.3.3 Minimum Cost Alternatives. Tables 7-21 through 7-24 below present the minimum cost vehicular requirements necessary to meet the line haul lift and MCSSD mobility requirements for each scenario. These tables reflect the tradeoff between the very capable, but expensive LVS and the less costly MTVR. The LVS requirements represent the minimum number of vehicles required to transport loads in excess of 30,000 pounds. In establishing the vehicle requirements presented in Table 7-21, each vehicle's transport capability on improved roads and cross-country was considered within the context of the scenario.

Component	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	30	31	64	9	20
MCSSD	0	268	18	254	0
Total:	30	299	82	263	20

Table 7-21. SWA Halt Minimum Cost Combined Line Haul and MCSSD Requirements

Component	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	26	53	52	7	20
MCSSD	0	266	17	251	0
Total:	26	319	69	258	20

Table 7-22. SWA Extended Minimum Cost Combined Line Haul and MCSSD Requirements

Component	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	44	9	24	0
MCSSD	0	202	17	194	0
Total:	0	246	26	218	0

Table 7-23. NEA Minimum Cost Combined Line Haul and MCSSD Requirements

Component	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	74	19	27	0
MCSSD	0	193	17	186	0
Total:	0	267	36	213	0

Table 7-24. NEA Extended Minimum Cost Combined Line Haul and MCSSD Requirements

Best Minimum Cost Alternative. The best minimum cost alternative is that alternative that meets the line haul and MCSSD mobility requirements of all scenarios while having the minimum cost. The SWA Halt and SWA Extended vehicle requirements require more vehicles

by type than the NEA scenarios. Therefore, the SWA Halt and SWA Extended scenario vehicle requirements formed the basis for the best minimum cost alternative. Table 7-25 below presents this alternative in terms of total vehicles required and the recommended distribution to the general support and direct support companies of the TSB. The LVSR requirements were extracted from the SWA Halt scenario. The M970 requirement was common to both scenarios. The MFTR requirement was extracted from the SWA Extended scenario. The MTRV requirements were determined by looking at both the SWA Halt and SWA Extended scenarios and substituting MTRVs with 20' bed from the SWA Extended requirement for MTRVs with 14' bed in the SWA Halt scenario.

	LVSR	MTRV 14'	MTRV 20'	MFTR	M970
Minimum Cost Total	30	306	82	260	20
General Support	30	40	64	10	20
Direct Support	0	133 (266)	9 (18)	125 (250)	0

Table 7-25. Best Minimum Cost Alternative

7.4 Infantry Mobility. This section presents an assessment of the mobility of the infantry regiments of the division in the scenarios analyzed in this study effort. This assessment is exclusive of the use of aviation resources to move elements of the division. It focuses on the role of truck company, headquarters battalion.

Mobility Overview. The truck company, headquarters battalion, Marine division provides general support motor transport to the Marine division (MCRP 5-12D, *Organization of Marine Corps Forces*, 13 October 1998). This includes providing mobility support to the infantry regiments. An assessment of the mobility of infantry regiments must take into consideration mobility assets other than TWV. Section 7.2 above presents the results of the mobility analysis of the Marine division. In the aggregate, the division is capable of moving its combat essential equipment, supplies, and personnel. However, it is also important to note that the infantry regiments are basically footmobile organizations and must always be augmented with mobility assets for motorized/mechanized movement. Table 7-26 summarizes the organic mobility capabilities of the infantry regiment, truck company, and the assault amphibian battalion. The table clearly indicates that the division as a whole has sufficient capability to meet the mobility requirements of its infantry regiments.

Unit	Personnel Transport Capability	# Units in Division	Total Personnel Transport Capability
HQ Company, Infantry Regiment	0	3	0
H&S Company, Infantry Battalion	-91	9	-819
Weapons Company, Infantry Battalion	-21	9	-189
Rifle Company, Infantry Battalion	-182	27	-4914
Total:			-5922
Truck Company, Headquarters Battalion, Marine Division	2337	1	2337
Assault Amphibian Company, Assault Amphibian Battalion, Marine Division	804	4	3216

Unit	Personnel Transport Capability	# Units in Division	Total Personnel Transport Capability
H&S Company, Assault Amphibian Battalion, Marine Division	439	1	439
Total:			5992
Overall Capability:			70

Table 7-26. Infantry Mobility

SWA Halt. Mobility of the infantry regiment in the SWA Halt scenario is provided through two AAV companies and the assets of the division truck company (-). The SWA scenario used 50 percent of the truck company assets to support the infantry regiment. The two AAV companies provide mobility for 1,608 personnel of the 1,794 personnel of the regiment. The truck company (-) provides mobility for the remaining 186 personnel (10 MTVRs) and transportation for the remaining cargo of the regiment. The combination of the two AAV companies and the truck company (-) met the regiment's mobility requirements.

SWA Extended. Mobility was provided to the infantry regiments by the AAV battalion and the division truck company. These resources provided the regiment with sufficient capability to meet the personnel mobility requirements of the three regiments. However, there is a significant shortfall in the capability of the regiment to transport its supplies (ammunition, rations, water, fuel, and other) and its equipment. This shortfall is identified in section 7.2 above along with alternatives to the current distribution of tactical wheeled vehicles to this unit. It should also be noted that not all of the RLTs in this scenario would be fully mechanized.

NEA and NEA Extended. The transportation support battalion has adequate resources to meet the resupply requirements for these scenarios.

7.5 Summary of TWV Distribution, Acquisition Objective, Cost, and Strategic Footprint. This section presents summary data for the quantities of tactical vehicles allocated to the MEF in the baseline and the alternatives; the MEF's strategic footprint and cost for the baseline and alternatives; the acquisition objective for the baseline and the alternatives; and the life-cycle cost for the baseline and the alternatives.

Tables 7-27 through 7-29 present the MEF vehicle distributions, strategic footprint, and estimated life-cycle costs for the notional MEF baseline, minimum cost, and minimum strategic footprint alternatives. Appendix S, Cost, presents the methodology for estimating the life-cycle costs for the notional MEF and the acquisition objective. The cost estimates are used in the cost-benefit analysis presented in section 8.

The baseline notional MEF estimated life-cycle cost is \$1.534 billion. The minimum strategic footprint and minimum cost alternative fleet estimated costs are \$1.580 and \$1.511 billion respectively. The minimum strategic footprint alternative is higher than the baseline because the alternative adds mostly vehicles to correct deficiencies of the baseline. The minimum cost alternative is lower than the baseline because it substitutes the MFTRs for vehicles and MTVRs for LVSRs while correcting the deficiencies of the baseline. MFTRs are relatively inexpensive

when compared to the MTVR (a cost ratio of about five to one), and the MTVR is relatively inexpensive when compared to the LVSR (approximately three to one). The alternatives are equally effective since they both meet the MEF's lift requirement.

The strategic footprint is the sum of the square feet of the vehicles. The baseline fleet has the smallest strategic footprint at 758,252 square feet. The minimum strategic footprint and minimum cost alternative fleet strategic footprints are 812,801 and 854,992 square feet respectively. The minimum strategic footprints of the alternatives are higher than the baseline because both alternatives add vehicles to correct deficiencies of the baseline.

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,088	1,298	444	658	4,831
Strategic Footprint (sq ft)			27,869	245,036	275,226	95,183	114,940	758,252
RDT&E			0	0	0	0	0	0
PMC			38,979	129,612	226,990	39,220	142,398	577,199
O&MMC			150,650	282,124	314,236	13,239	196,765	957,014
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	411,736	541,226	52,459	339,163	1,534,214
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	1,015	152	83	48	322	266	52	18

Table 7-27. LCCE for Notional MEF TWV (Baseline) (FY01 \$000)

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,340	487	698	4,936
Strategic Footprint (sq ft)			27,869	242,688	315,664	104,401	122,180	812,801
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	240,357	43,018	151,196	601,921
O&MMC			150,650	279,422	324,404	14,521	208,971	977,968
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	564,761	57,539	360,167	1,579,889
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	411	798	83	48	342	286	52	18

Table 7-28. LCCE for Notional MEF TWV (Minimum Strategic Footprint) (FY01 \$000)

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,647	725	275	5,058
Strategic Footprint (sq ft)			27,869	242,688	383,374	155,422	45,639	854,992
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	291,235	64,041	58,327	580,953
O&MMC			150,650	279,422	398,726	21,618	79,803	930,219
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	689,962	85,659	138,129	1,511,172
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	679	837	83	48	130	75	52	18

Table 7-29. LCCE for Notional MEF TWV (Minimum Cost) (FY01 \$000)

Tables 7-30 through 7-32 present the entire AO LCCE for the baseline and the alternative fleets. The baseline acquisition objective estimated life-cycle cost is \$6.324 billion. The minimum strategic footprint and minimum cost alternative fleet estimated life-cycle costs are \$6.471 billion and \$6.337 billion respectively. As with the notional MEF, the AO baseline is the least expensive while both alternatives are more expensive because the alternatives add vehicles to correct deficiencies in the baseline.

Summary of Marine Corps TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,714	7,001	2,176	3,120	27,708
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	789,220	1,238,973	192,212	674,302	3,226,297
O&MMC			150,650	985,813	1,019,936	40,672	594,105	2,791,175
O&MMCR			36,046	82,333	69,809	3,743	49,522	241,452
TOTAL TWV COSTS			530,499	1,858,634	2,351,965	247,458	1,335,439	6,323,995
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	5,313	854	502	332	1,528	1,230	270	92

Table 7-30. LCCE for Acquisition Objective TWV (Baseline) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,278	2,263	3,225	28,095
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,315,767	199,897	697,424	3,328,809
O&MMC			150,650	977,436	1,053,828	43,146	607,344	2,832,405
O&MMCR			36,046	81,703	71,777	3,881	51,109	244,516
TOTAL TWV COSTS			530,499	1,844,537	2,464,621	257,756	1,373,387	6,470,800
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,466	3,978	502	332	1,581	1,282	270	92

**Table 7-31. LCCE for Acquisition Objective TWV (Minimum Strategic Footprint)
(FY01 \$000)**

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,692	3,471	1,518	29,010
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,550,299	306,602	322,411	3,295,033
O&MMC			150,650	977,436	1,281,637	65,957	269,159	2,744,839
O&MMCR			36,046	81,703	81,171	5,439	27,805	232,163
TOTAL TWV COSTS			530,499	1,844,537	2,936,356	388,829	636,884	6,337,105
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	3,681	4,177	502	332	715	441	270	92

Table 7-32. LCCE for Acquisition Objective TWV (Minimum Cost) (FY01 \$000)

7.6 MCSSD Excursion. This section presents a summary of the MCSSD excursion documented in Appendix T. The MCSSD excursion investigates the impact on vehicle requirements for the general support company and direct support companies of the TSB if MCSSDs maintain only one day of supply for all classes of supply. The MCSSD analysis presented in Appendix K assumed two days of supply for Classes I, III, VI, and one day of supply for Classes II, IV, VI, VII, VIII, and IX. For this excursion, the corrective action related to the shortfalls identified in section 7.2 has been incorporated.

For this excursion, the results of Appendix K for Classes I, III, and V were halved while the requirements for the remaining supply classes remained the same. The line haul requirements were extracted from Appendix R. There is an overall reduction in LVSr, MTVR, and MFTR requirements. Tables 7-33 through 7-36 present summary information for this excursion. Table 7-33 contains LCCEs for this excursion for the TVW in a notional MEF based on the minimum strategic footprint alternative. Table 7-34 contains LCCEs for this excursion for the total

acquisition objective based on the minimum strategic footprint alternative. Tables 7-35 and 7-36 contain the same information for the minimum cost alternative.

It should be noted that the MCSSD alternatives are less expensive than the baseline LCCE estimates presented in section 5.5 above. The baseline notional MEF and AO LCCE are \$1.534 billion and \$6.320 billion, respectively. The MCSSD excursion minimum strategic footprint alternative notional MEF and AO LCCEs are \$1.515 billion and \$6.271 billion, respectively. The corresponding minimum cost alternative LCCE estimates are \$1.455 billion and \$6.120 billion, respectively. These alternatives clearly demonstrate potential cost saving related to reducing the MCSSD requirements in terms of days of supply maintained. In considering such an option, it is essential to consider the associated risks of reducing the capacity to support the units directly engaged with the enemy. The total estimated savings range from \$49 million for the minimum strategic footprint alternative to \$200 million for the minimum cost alternative.

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,386	482	540	4,819
Strategic Footprint (sq ft)			27,869	242,688	324,698	103,329	93,582	792,165
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	247,752	42,576	116,565	574,243
O&MMC			150,650	279,422	335,540	14,372	160,759	940,743
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	583,292	56,948	277,323	1,514,986
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	474	781	83	48	263	207	52	18

Table 7-33. LCCE for Notional MEF TWV (MCSSD Excursion Minimum Strategic Footprint Alternative) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,507	2,242	2,580	27,658
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,352,778	198,042	555,873	3,222,414
O&MMC			150,650	977,436	1,088,690	42,669	484,515	2,743,959
O&MMCR			36,046	81,703	73,521	3,889	45,217	240,376
TOTAL TWV COSTS			530,499	1,844,537	2,538,237	255,431	1,103,115	6,271,819
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,760	3,913	502	332	1,254	964	270	92

Table 7-34. LCCE for Acquisition Objective TWV (MCSSD Excursion Minimum Strategic Footprint Alternative) (FY01 \$000)

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,545	603	275	4,834
Strategic Footprint (sq ft)			27,869	242,688	361,508	129,268	45,639	806,972
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	274,461	53,265	58,327	553,402
O&MMC			150,650	279,422	374,033	17,980	79,803	901,888
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	648,494	71,245	138,129	1,455,289
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	577	837	83	48	130	75	52	18

Table 7-35. LCCE for Notional MEF TWV (MCSSD Excursion Minimum Cost Alternative) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,240	2,858	1,518	27,945
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,475,985	252,454	322,411	3,166,571
O&MMC			150,650	977,436	1,207,799	54,388	269,159	2,659,431
O&MMCR			36,046	81,703	78,809	4,664	27,805	229,026
TOTAL TWV COSTS			530,499	1,844,537	2,785,841	322,337	636,884	6,120,098
Vehicle Model Breakout	MTVRs				LVSR			
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	3,227	4,179	502	332	715	441	270	92

Table 7-36. LCCE for Acquisition Objective TWV (MCSSD Excursion Minimum Cost Alternative) (FY01 \$000)

7.7 HIPPO Excursion. This section presents a summary of the HIPPO excursion documented in Appendix U. The HIPPO excursion determined the vehicle requirements for the general support company and direct support companies of the TSB if the HIPPO were fielded. For this analysis, the HIPPO is assumed to be a 3,000-gallon container that is transported on either the LVSr or the MTVR with 20' bed. The 3,000-gallon HIPPO has a volume of approximately 401.04 cubic feet. Assuming the HIPPO has a 20-foot length and 7.5-foot width, the height requirement less container structure is approximately 2.7 feet. Adding one foot to the height for container structure, the overall height is less than four feet, substantially less than the approximate eight feet necessary for stacked SIXCONs. This configuration would substantially lower the center of gravity with respect to that currently experienced using stacked SIXCONs. This should reduce accident rates, and if the HIPPO were configured with a pump, could simplify the bulk liquid supply.

In this excursion, both the MCSSD analysis and the line haul analysis were updated using HIPPOs with the characteristics described in the preceding paragraph. Appendix U presents these analyses. Tables 7-37 through 7-40 present summary information for the HIPPO excursion. Table 7-37 contains LCCEs for this excursion for the TVW in a notional MEF based on the minimum strategic footprint alternative. Table 7-38 contains LCCEs for this excursion for the total acquisition objective based on the minimum strategic footprint alternative. Tables 7-39 and 7-40 contain the same information for the minimum cost alternative.

It should be noted that the HIPPO alternatives are more expensive than the baseline LCCE estimates presented in section 5.5 above. The baseline notional MEF and AO LCCEs are \$1.534 billion and \$6.320 billion, respectively. The HIPPO excursion minimum strategic footprint alternative notional MEF and AO LCCEs are \$1.571 billion and \$6.441 billion, respectively. The corresponding minimum cost alternative LCCE estimates are \$1.502 billion and \$6.310 billion, respectively. The minimum strategic footprint alternative is more expensive than the baseline because vehicles have been added to correct deficiencies identified in section 7.2 related to unit mobility. The minimum cost alternative is less costly because MTVRs have replaced LVSRs and MFTRs have replaced MTVRs.

Summary of MEF TWV LCCEs			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
FY01\$ x 1,000			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,334	484	686	4,915
Strategic Footprint (sq ft)			27,869	242,688	315,837	103,758	120,008	810,160
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	239,670	42,753	148,557	598,330
O&MMC			150,650	279,422	322,951	14,432	205,309	972,764
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	562,622	57,185	353,866	1,571,094
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	375	828	83	48	336	280	52	18

Table 7-37. LCCE for Notional MEF TWV (HIPPO Excursion Minimum Strategic Footprint Alternative) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,268	2,252	3,169	28,018
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,315,653	198,925	685,107	3,315,405
O&MMC			150,650	977,436	1,049,955	42,848	594,740	2,815,628
O&MMCR			36,046	81,703	72,284	3,904	50,654	244,590
TOTAL TWV COSTS			530,499	1,844,537	2,461,140	256,509	1,348,010	6,440,694
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,303	4,131	502	332	1,553	1,254	270	92

Table 7-38. LCCE for Acquisition Objective TWV (HIPPO Excursion Minimum Strategic Footprint Alternative) (FY01 \$000)

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,610	753	275	5,049
Strategic Footprint (sq ft)			27,869	242,688	388,240	161,424	45,639	865,861
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	287,781	66,514	58,327	579,971
O&MMC			150,650	279,422	389,769	22,453	79,803	922,096
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	677,549	88,967	138,129	1,502,068
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	379	1,100	83	48	130	75	52	18

Table 7-39. LCCE for Notional MEF TWV (HIPPO Excursion Minimum Cost Alternative) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,528	3,615	1,518	28,990
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,535,168	319,322	322,411	3,292,622
O&MMC			150,650	977,436	1,254,523	68,641	269,159	2,720,408
O&MMCR			36,046	81,703	80,271	5,623	27,805	231,447
TOTAL TWV COSTS			530,499	1,844,537	2,893,211	404,417	636,884	6,309,548
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,333	5,361	502	332	715	441	270	92

Table 7-40. LCCE for Acquisition Objective TWV (HIPPO Excursion Minimum Cost Alternative) (FY01 \$000)

7.8 Summary. This section summarizes information on the baseline, minimum cost, and minimum strategic lift alternatives and excursions so that differences can be viewed. Table 7-41 presents the vehicle requirements for the notional MEF with model breakout for the baseline, alternatives, and excursions. Table 7-42 presents the MEF cost and strategic footprint for the baseline, alternatives, and excursions. Table 7-43 presents the AO and model breakout for the baseline, alternatives, and excursions. Table 7-44 presents estimates of the RDT&E cost, PMC cost, O&M cost, and total life-cycle cost for baseline, alternatives, and excursions.

Tactical Wheeled Vehicle Requirements. Table 7-41 presents the notional MEF vehicle requirements for the baseline, fleet alternatives, and the excursions. The number of ITVs remains constant across the baseline, fleet alternatives, and excursions. The study team found that the ITV is not an effective across-the-board replacement for the HMMWV and distribution should be based upon operational needs. (There is further discussion of the ITV and HMMWV later in addressing the transition from 2007 to 2015.) The alternatives and excursions have 20 fewer HMMWVs than the baseline. The HMMWV reduction was primarily in the artillery regiment headquarters. The number of MTVRs, MFTRs, and LVSRs varies by alternative. Within the notional MEF, there is a total difference of 403 MTVRs between the maximum requirement of 1,701 in the minimum cost alternative and 1,298 in the baseline. The baseline cannot meet the lift requirement in the SWA and SWA Extended scenarios. Additional tactical wheeled vehicles are required to correct this lift deficiency. The MFTR requirement varies between 755 in the HIPPO minimum cost fleet and a minimum of 444 in the baseline. Both of the alternative fleets and both of the excursions require more MTVRs and MFTRs than the baseline. The requirement for the LVSR varies from 698 in the minimum strategic footprint alternative to 350 in the minimum cost alternative and the minimum cost fleets in the MCSSD and HIPPO excursions. The baseline LVSR requirement is 658, very close to the minimum strategic footprint alternative LVSR requirement. Among all of the alternatives and excursions, the maximum differences in numbers of vehicles in the notional MEF are approximately 400 MTVRs, 300 MFTRs, and 350 LVSRs. The TWV total in the table includes both tactical wheeled vehicles and the MFTRs. When considering only tactical wheeled vehicles, the minimum cost alternative requires the maximum number of vehicles at the MEF: 4,466. The minimum strategic footprint alternative of

the MCSSD excursion requires the least tactical wheeled vehicles: 4,265. There is an overall difference of only 197 vehicles (MTVRs and LVSRs) across the baseline, alternatives, and excursions in the notional MEF. While the overall composition of the fleet changes significantly, the overall number of vehicles remains relatively constant.

The bottom half of this table presents the breakout of MTVRs and LVSRs by model showing how the composition of the fleet changes between alternatives and the baseline. The MTVR distribution between the 14' bed and the 20' bed in the alternatives and excursions is significantly different from the baseline. The baseline has 152 20' bed MTVRs while the alternatives and excursions have a minimum of 781 and a maximum of 1,100. Conversely, the baseline has 1,015 14' bed MTVRs while the alternatives and excursions range from a high of 679 to a low of 375. The HIPPO excursion has the fewest 14' bed MTVRs and the highest number of 20' bed MTVRs. The number of 20' bed MTVRs in the HIPPO excursion is a direct result of employment of the HIPPO, which requires a 20' bed.

Alternative		ITV	HMMWV	MTVR	MFTR	LVSR	TWV (TWV and MFTR)	
Baseline		343	2,088	1,298	444	658	4387 (4831)	
Minimum Strategic Footprint		343	2,068	1,340	487	698	4449 (4936)	
Minimum Cost		343	2,068	1,647	725	275	4333 (5058)	
MCSSD Excursion Minimum Strategic Footprint		343	2,068	1,386	482	540	4337 (4819)	
MCSSD Excursion Minimum Cost		343	2,068	1,545	603	275	4231 (4834)	
HIPPO Excursion Minimum Strategic Footprint		343	2,068	1,334	484	686	4431 (4915)	
HIPPO Excursion Minimum Cost		343	2,068	1,610	753	275	4296 (5049)	
Alternative	MTVRs				LVSR			
	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Baseline	1,015	152	83	48	322	266	52	18
Minimum Strategic Footprint	411	798	83	48	342	286	52	18
Minimum Cost	679	837	83	48	130	75	52	18
MCSSD Excursion Minimum Strategic Footprint	474	781	83	48	263	207	52	18
MCSSD Excursion Minimum Cost	577	837	83	48	130	75	52	18
HIPPO Excursion Minimum Strategic Footprint	375	828	83	48	336	280	52	18
HIPPO Excursion Minimum Cost	379	1,100	83	48	130	75	52	18

Table 7-41. Notional MEF Vehicle Requirements

There are two important insights that should be taken from the above discussions. First, at the MEF there is only a 218-vehicle difference (MTVRs and LVSRs) between the alternative with the fewest vehicles and the alternative with the greatest number of vehicles. Second, the baseline distribution of 14' bed and 20' bed MTVRs needs revision to better take advantage of the MTVR capabilities and better support the MEF. The baseline distribution of MTVRs to the MEF is 87 percent 14' bed vehicles. The alternatives and excursions distribution of MTVRs with 20' bed to the MEF ranges from a low of 55 percent in the HIPPO minimum cost alternative to 75 percent in the minimum cost fleet alternative.

Table 7-42 presents LCCEs and strategic footprints for the TWV in the notional MEF for the baseline, fleet alternatives, and the excursions. There is a \$124.600 million total difference in cost between the minimum strategic footprint alternative fleet that is the most expensive at \$1,579.889 million and the MCSSD excursion minimum cost alternative that is the least expensive at \$1,455.289 million. It should also be noted that the MCSSD excursion minimum strategic footprint and minimum cost, and the HIPPO excursion minimum cost, alternatives are all less costly than the baseline. In the case of the HIPPO, this is significant because the HIPPO excursion corrects existing deficiencies in the baseline while at the same time reducing overall fleet cost at the MEF. The minimum strategic footprint alternative and the HIPPO minimum strategic footprint alternative cost more than the baseline. The HIPPO excursion minimum strategic footprint alternative costs \$8.795 million less than the minimum strategic footprint fleet alternative while providing the same capability. The HIPPO excursion minimum cost alternative is \$9.104 million less than the minimum cost fleet alternative while providing the same capability.

The MCSSD excursion reduced the MCSSD requirement to warehouse supplies for its supported units from two days of supply for Classes I, III, and V, and one day of supply for the remaining classes, to one day of supply for all classes. This reduction in the MCSSD requirement directly affected the vehicle requirements and the resulting LCCE. Both the MCSSD excursion alternatives (minimum strategic footprint and minimum cost) have an inherent risk relative to the minimum strategic footprint fleet alternative and the minimum cost fleet alternative. The HIPPO excursions were developed so that the MCSSDs can maintain the higher levels of stocks while still reducing vehicle requirements. The MCSSD excursion was conducted based upon the assumption that future improvements in logistics command and control can move the Marine Corps toward a just-in-time logistics system and that daily resupply of the MCSSD can be accomplished every day.

The bottom half of Table 7-42 presents the strategic footprint for the MEF for the vehicles identified in the tables. It should be noted that the fleet alternatives and excursion alternatives all result in an increase in the MEF's strategic footprint. This increase is directly related to the addition of vehicles to the baseline to cover capability shortfalls in the baseline and the change in distribution of MTVRs between the 14' bed and the 20' bed. The HIPPO minimum cost alternative has the greatest impact on strategic footprint with an increase of 107,609 square feet relative to the baseline. The minimum strategic footprint alternative, the MCSSD minimum cost alternative, and the HIPPO minimum strategic footprint alternative add about 50,000 square feet each relative to the baseline. The MCSSD excursion minimum strategic footprint adds the least at 33,913 square feet relative to the baseline. The minimum cost fleet alternative adds 96,740 square feet relative to the baseline.

Alternative	LCCE (FY01\$ X 1,000)					
	ITV	HMMWV	MTVR	MFTR	LVSr	TWV
Baseline	189,629	411,736	541,226	52,459	339,163	1,534,214
Minimum Strategic Footprint	189,629	407,793	564,761	57,539	360,167	1,579,889
Minimum Cost	189,629	407,793	689,962	85,659	138,129	1,511,172
MCSSD Excursion Minimum Strategic Footprint	189,629	407,793	583,292	56,948	277,323	1,514,986
MCSSD Excursion Minimum Cost	189,629	407,793	648,494	71,245	138,129	1,455,289
HIPPO Excursion Minimum Strategic Footprint	189,629	407,793	562,622	57,185	353,866	1,571,094
HIPPO Excursion Minimum Cost	189,629	407,793	677,549	88,967	138,129	1,502,068
	Square Feet					
Baseline	27,869	245,036	275,226	95,183	114,940	758,252
Minimum Strategic Footprint	27,869	242,688	315,664	104,401	122,180	812,801
Minimum Cost	27,869	242,688	383,374	155,422	45,639	854,992
MCSSD Excursion Minimum Strategic Footprint	27,869	242,688	324,698	103,329	93,582	792,165
MCSSD Excursion Minimum Cost	27,869	242,688	361,508	129,268	45,639	806,972
HIPPO Excursion Minimum Strategic Footprint	27,869	242,688	315,837	103,758	120,008	810,160
HIPPO Excursion Minimum Cost	27,869	242,688	388,240	161,424	45,639	865,861

Table 7-42. Notional MEF LCCE and Strategic Footprint

Table 7-43 presents the AOs developed during the course of this study effort with a detailed breakout for the MTVR and LVSr programs for the baseline, fleet alternatives, and the excursions. The ITV and HMMWV vehicle requirements do not change except for the reduction of 89 HMMWVs resulting from a reduction in HMMWVs in the artillery regiment, headquarters battery. There is a total difference of 745 TWVs among the alternatives. The most vehicles are required by the minimum cost fleet alternative at 25,832 vehicles while the MCSSD excursion minimum strategic footprint requires the fewest at 25,087. Both MCSSD excursion alternatives and the HIPPO minimum cost alternative require fewer vehicles than the baseline. The minimum strategic footprint alternative, the minimum cost alternative, and the HIPPO minimum strategic footprint alternative all require more vehicles than the baseline. The total vehicle requirements are consistent with the MEF requirements presented above, and the LVSr is not distributed to the Reserves, making the LVSr-heavy alternatives relatively more attractive in terms of cost relative to the MTVR-heavy alternatives for which the Reserves are allocated an appropriate number of MTVRs. The MTVR distribution between 14' bed and 20' bed also mirrors that of the MEF. The baseline has the lowest 20' bed distribution, with about 14 percent of the total 14' bed and 20' bed MTVRs being 20' MTVRs; the HIPPO excursion minimum cost has the highest, with 70 percent 20' bed MTVRs. The two alternative fleets, the MCSSD excursion alternatives, and the HIPPO excursion minimum strategic footprint alternative range from 53 percent to 64 percent, indicating a need to revise the planned procurement of MTVR variants. Subject-matter experts believe that there will be minimal to no degradation in mobility with the increase in 20' MTVRs.

Alternative	ITV	HMMWV	MTVR	MFTR	LVSR	TWV (TWV and MFTR)		
Baseline	2,697	12,714	7,001	2,176	3,120	25532 (27708)		
Minimum Strategic Footprint	2,697	12,632	7,278	2,263	3,225	25832 (28095)		
Minimum Cost	2,697	12,632	8,692	3,471	1,518	25539 (29010)		
MCSSD Excursion Minimum Strategic Footprint	2,697	12,632	7,507	2,242	2,580	25416 (27658)		
MCSSD Excursion Minimum Cost	2,697	12,632	8,240	2,858	1,518	25087 (27945)		
HIPPO Excursion Minimum Strategic Footprint	2,697	12,632	7,268	2,252	3,169	25766 (28018)		
HIPPO Excursion Minimum Cost	2,697	12,632	8,528	3,615	1,518	25375 (28990)		
Alternative	MTVRs				LVSR			
	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Baseline	5,313	854	502	332	1,528	1,230	270	92
Minimum Strategic Footprint	2,466	3,978	502	332	1,581	1282	270	92
Minimum Cost	3,681	4,177	502	332	715	441	270	92
MCSSD Excursion Minimum Strategic Footprint	2,760	3,913	502	332	1,254	964	270	92
MCSSD Excursion Minimum Cost	3,227	4,179	502	332	715	441	270	92
HIPPO Excursion Minimum Strategic Footprint	2,303	4,131	502	332	1,553	1254	270	92
HIPPO Excursion Minimum Cost	2,333	5,361	502	332	715	441	270	92

Table 7-43. Acquisition Objectives

Table 7-44 presents the RDT&E, PMC, O&M, and LCCE for the alternative fleets. The RDT&E for the baseline, alternative fleets, and the excursions remains constant because the baseline, alternatives, and excursion are composed of the same vehicles. PMC has a range of about \$162 million from the low of \$3,166 million for the MCSSD excursion minimum strategic footprint alternative to a high of \$3,328 million for the minimum strategic footprint alternative. Only the two MCSSD excursions alternatives require less PMC than the baseline. The minimum cost alternative, the minimum strategic footprint alternative, and the HIPPO excursion alternatives all require more PMC than the baseline. This is not surprising because these alternatives and the excursion all correct lift shortfalls in the baseline while maintaining the required level of supplies at the MCSSD. Thus, only the adoption of one of the MCSSD excursion alternatives can result in a net savings in PMC relative to the currently planned baseline. O&M has a range of approximately \$188 million with the minimum strategic footprint alternative being the most expensive at \$3,027 and the MCSSD excursion minimum cost being the least expensive at \$2,888 million. The minimum cost alternative, minimum strategic footprint alternative, and the HIPPO excursion minimum strategic footprint alternative require more PMC than the baseline. The two MCSSD excursion alternatives and the HIPPO minimum cost alternative require less PMC than the baseline. The LCCE has a range of approximately \$351 million with the minimum

strategic footprint alternative fleet being the highest at \$6,471 million and the MCSSD excursion minimum cost alternative being the least at \$6,120 million. The two MCSSD excursion alternatives and the HIPPO minimum cost alternative are less expensive than the baseline. A more detailed discussion of the cost estimates is presented in Appendix S.

In summary, RDT&E is constant across all alternatives. The MCSSD excursion minimum cost alternative offers the lowest PMC with the HIPPO excursion minimum strategic footprint alternative being the lowest cost for the alternatives that meet the full lift requirements. The minimum cost alternative, MCSSD excursion alternatives, and HIPPO excursion minimum cost alternative all reduce O&M. Of the alternatives that meet the requirement to maintain two days of supplies at the MCSSD, the HIPPO excursion minimum cost alternative has the lowest LCCE, and that cost is approximately \$14 million less than the baseline cost of \$6,324 million.

Alternative	RDT&E (FY01\$ X 1,000)					
	ITV	HMMWV	MTVR	MFTR	LVSF	TWV
Baseline	12,211	1,269	23,248	10,832	17,510	65,070
Minimum Strategic Footprint	12,211	1,269	23,248	10,832	17,510	65,070
Minimum Cost	12,211	1,269	23,248	10,832	17,510	65,070
MCSSD Excursion Minimum Strategic Footprint	12,211	1,269	23,248	10,832	17,510	65,070
MCSSD Excursion Minimum Cost	12,211	1,269	23,248	10,832	17,510	65,070
HIPPO Excursion Minimum Strategic Footprint	12,211	1,269	23,248	10,832	17,510	65,070
HIPPO Excursion Minimum Cost	12,211	1,269	23,248	10,832	17,510	65,070
	PMC (FY01\$ X 1,000)					
Baseline	331,592	789,220	1,238,973	192,212	674,302	3,226,297
Minimum Strategic Footprint	331,592	784,129	1,315,767	199,897	697,424	3,328,809
Minimum Cost	331,592	784,129	1,550,299	306,602	322,411	3,295,033
MCSSD Excursion Minimum Strategic Footprint	331,592	784,129	1,352,778	198,042	555,873	3,222,414
MCSSD Excursion Minimum Cost	331,592	784,129	1,475,985	252,454	322,411	3,166,571
HIPPO Excursion Minimum Strategic Footprint	331,592	784,129	1,315,653	198,925	685,107	3,315,405
HIPPO Excursion Minimum Cost	331,592	784,129	1,535,168	319,322	322,411	3,292,622
	O&M (FY01\$ X 1,000)					
Baseline	186,696	1,068,146	1,089,744	44,415	643,627	3,032,627
Minimum Strategic Footprint	186,696	1,059,139	1,125,606	47,028	658,453	3,076,921
Minimum Cost	186,696	1,059,139	1,362,809	71,396	296,963	2,977,002
MCSSD Excursion Minimum Strategic Footprint	186,696	1,059,139	1,162,211	46,558	529,732	2,984,335
MCSSD Excursion Minimum Cost	186,696	1,059,139	1,286,608	59,052	296,963	2,888,457
HIPPO Excursion Minimum Strategic Footprint	186,696	1,059,139	1,122,239	46,753	645,393	3,060,219
HIPPO Excursion Minimum Cost	186,696	1,059,139	1,334,794	74,263	296,963	2,951,855
	LCCE (FY01\$ X 1,000)					
Baseline	530,499	1,858,634	2,351,965	247,458	1,335,439	6,323,995
Minimum Strategic Footprint	530,499	1,844,537	2,464,621	257,756	1,373,387	6,470,800
Minimum Cost	530,499	1,844,537	2,936,356	388,829	636,884	6,337,105
MCSSD Excursion Minimum Strategic Footprint	530,499	1,844,537	2,538,237	255,431	1,103,115	6,271,819
MCSSD Excursion Minimum Cost	530,499	1,844,537	2,785,841	322,337	636,884	6,120,098
HIPPO Excursion Minimum Strategic Footprint	530,499	1,844,537	2,461,140	256,509	1,348,010	6,440,694
HIPPO Excursion Minimum Cost	530,499	1,844,537	2,893,211	404,417	636,884	6,309,548

Table 7-44. Life Cycle Cost Estimates

Vehicle Distribution. Tables 7-45 through 7-51 present the distribution of vehicles to the supporting establishment, operating forces, reserves, and prepositioned stocks. In these tables, operational end item (OEI) is the total items allocated to the supporting establishment and the active forces. In Table 7-41 the ITV cargo variant OEI is 1,026 with 114 allocated to the supporting establishment and 912 allocated to the active forces. The suballocation within the supporting establishment and the active forces is also provided. The reserve end items (REI) is presented as a total while the prepositioned end items (PEI) include the total allocation and suballocations.

Vehicle Breakout	ITV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4342	3239	503	1220	969	172	790
Supporting Establishment	114	535	525	104	71	101	19	89
Schools	0	331	100	15	37	58	8	49
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	144	13	30	43	11	40
DMFA	0	2	254	76	0	0	0	0
Active Forces	912	3807	2714	399	1149	868	153	701
I MEF	374	1490	1055	156	438	333	46	282
II MEF	310	1464	1038	152	445	328	54	269
III MEF	228	853	621	91	266	207	53	150
REI	342	1538	970	139	488	167	41	115
PEI	240	1702	1104	212	468	392	57	325
MPS-1	42	439	319	53	144	109	15	90
MPS-2	42	439	319	53	144	109	15	90
MPS-3	42	439	319	53	144	109	15	90
NALMEB	114	385	147	53	36	65	12	55
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7582	5313	854	2176	1528	270	1230

Table 7-45. Baseline

Vehicle Breakout	ITV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	1418	2464	1311	990	172	1026
Supporting Establishment	114	535	285	412	72	85	19	114
Schools	0	331	105	15	37	44	8	0
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	68	95	31	41	11	114
DMFA	0	2	85	302	0	0	0	0
Active Forces	912	3745	1133	2052	1239	905	153	912
I MEF	374	1470	430	832	492	337	46	374
II MEF	310	1444	434	798	488	348	54	310
III MEF	228	831	269	422	259	220	53	228
REI	342	1518	460	684	506	172	41	342
PEI	240	1702	588	830	444	419	57	240
MPS-1	42	439	147	259	136	118	15	42
MPS-2	42	439	147	259	136	118	15	42
MPS-3	42	439	147	259	136	118	15	42
NALMEB	114	385	147	53	36	65	12	114
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7500	2466	3978	2261	1581	270	1608

Table 7-46. Minimum Strategic Footprint Alternative

Vehicle Breakout	IIV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	2242	2581	1955	431	172	268
Supporting Establishment	114	535	362	434	81	69	19	64
Schools	0	331	105	15	37	44	8	40
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	84	104	40	25	11	24
DMFA	0	2	146	315	0	0	0	0
Active Forces	912	3745	1880	2147	1874	362	153	204
I MEF	374	1470	698	875	730	137	46	83
II MEF	310	1444	702	837	726	136	54	78
III MEF	228	831	480	435	418	89	53	43
REI	342	1518	572	739	709	99	41	46
PEI	240	1702	867	857	807	185	57	127
MPS-1	42	439	240	268	257	40	15	24
MPS-2	42	439	240	268	257	40	15	24
MPS-3	42	439	240	268	257	40	15	24
NALMEB	114	385	147	53	36	65	12	55
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7500	3681	4177	3471	715	270	441

Table 7-47. Minimum Cost Alternative

Vehicle Breakout	IIV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	1616	2410	1297	746	161	577
Supporting Establishment	114	535	307	406	72	44	8	40
Schools	0	331	105	15	37	44	8	40
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	68	95	31	41	11	38
DMFA	0	2	107	296	0	0	0	0
Active Forces	912	3745	1309	2004	1225	702	153	537
I MEF	374	1470	493	815	487	266	46	213
II MEF	310	1444	497	781	483	269	54	210
III MEF	228	831	319	408	255	167	53	114
REI	342	1518	487	688	507	153	41	102
PEI	240	1702	657	815	438	314	57	247
MPS-1	42	439	170	254	134	83	15	64
MPS-2	42	439	170	254	134	83	15	64
MPS-3	42	439	170	254	134	83	15	64
NALMEB	114	385	147	53	36	65	12	55
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7500	2760	3913	2242	1254	270	964

Table 7-48. MCSSD Excursion Minimum Strategic Footprint Alternative

Vehicle Breakout	IIV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	1935	2583	1629	406	161	244
Supporting Establishment	114	535	339	436	81	44	8	40
Schools	0	331	105	15	37	44	8	40
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	84	104	40	25	11	24
DMFA	0	2	123	317	0	0	0	0
Active Forces	912	3745	1596	2147	1548	362	153	204
I MEF	374	1470	596	875	608	137	46	83
II MEF	310	1444	600	837	604	136	54	78
III MEF	228	831	400	435	336	89	53	43
REI	342	1518	530	739	608	99	41	46
PEI	240	1702	762	857	621	185	57	127
MPS-1	42	439	205	268	195	40	15	24
MPS-2	42	439	205	268	195	40	15	24
MPS-3	42	439	205	268	195	40	15	24
NALMEB	114	385	147	53	36	65	12	55
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7500	3227	4179	2858	715	270	441

Table 7-49. MCSSD Excursion Minimum Cost Alternative

Vehicle Breakout	IIV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	1305	2561	1302	969	172	793
Supporting Establishment	114	535	272	425	72	85	19	78
Schools	0	331	105	15	37	44	8	40
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	0	2	72	315	0	0	0	0
DMFA	912	3745	1033	2136	1230	884	153	715
Active Forces	374	1470	394	862	489	326	46	273
I MEF	310	1444	398	828	485	342	54	283
II MEF	228	831	241	446	256	216	53	159
III MEF	342	1518	446	707	509	171	41	118
REI	240	1702	552	863	441	413	57	343
PEI	42	439	135	270	135	116	15	96
MPS-1	42	439	135	270	135	116	15	96
MPS-2	42	439	135	270	135	116	15	96
MPS-3	114	385	147	53	36	65	12	55
NALMEB	0	0	0	0	0	0	0	0
WRMR	1608	7500	2303	4131	2252	1553	270	1254
TOTAL	1026	4280	1305	2561	1302	969	172	793

Table 7-50. HIPPO Excursion Minimum Strategic Footprint Alternative

Vehicle Breakout	IIV Cargo	M1123 HMMWV	MTVR 14'	MTVR 20'	MFTR	Mk48 FPU	Mk16	Mk18A1
OEI	1026	4280	1332	3379	2030	431	172	268
Supporting Establishment	114	535	288	498	81	69	19	64
Schools	0	331	105	15	37	44	8	40
MCSF Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
EAP 29 Palms	114	155	84	104	40	25	11	24
DMFA	0	2	72	379	0	0	0	0
Active Forces	912	3745	1044	2881	1949	362	153	204
I MEF	374	1470	398	1138	758	137	46	83
II MEF	310	1444	402	1100	754	136	54	78
III MEF	228	831	244	643	437	89	53	43
REI	342	1518	446	849	733	99	41	46
PEI	240	1702	555	1133	852	185	57	127
MPS-1	42	439	136	360	272	40	15	24
MPS-2	42	439	136	360	272	40	15	24
MPS-3	42	439	136	360	272	40	15	24
NALMEB	114	385	147	53	36	65	12	55
WRMR	0	0	0	0	0	0	0	0
TOTAL	1608	7500	2333	5361	3615	715	270	441

Table 7-51. HIPPO Excursion Minimum Cost Alternative

Baseline, Alternatives, and Excursions TWV. The discussion above presented summary information for the baseline, alternatives, and excursions. The summary information reveals the following:

- Notional MEF:
 - For the notional MEF there is a total difference of 218 tactical wheeled vehicles among the baseline, alternatives, and excursions. There is a difference of 238 end items (tactical wheeled vehicles plus MFTRs) among the baseline, alternatives, and excursions. This difference is equivalent to about five percent of the tactical wheeled vehicle fleet in the notional MEF being studied.
 - The planned fielding of 14' and 20' MTVRs to the MEF requires revision. Under the current baseline plan, 13 percent of the MTVR fleet would have 20' beds. Depending upon the alternative selected, the 20' bed MTVR should constitute between 55 and 74 percent of the total 14' and 20' MTVR fleet.
 - Tradeoffs between the LVSR and MTVR can be accomplished by using either the MTVR or the LVSR to perform some missions. These changes in mission use, and corresponding increases and decreases in MTVR and LVSR quantities, account for the 218 tactical vehicle difference identified in the first bullet.
 - The minimum strategic footprint alternative and the HIPPO excursion minimum strategic footprint alternative are more costly than the baseline because vehicles have been added to correct unit lift shortfalls in the baseline.
 - The MCSSD alternatives are less costly than the baseline because there is an overall reduction in tactical wheeled vehicles. This reduction is achieved by reducing MCSSD stock levels. These are the least costly alternatives, with the MCSSD excursion minimum cost alternative having the lowest cost.
 - The HIPPO minimum cost alternative is less costly than the baseline while correcting unit mobility shortfalls in the baseline and meeting all requirements.

- The HIPPO excursion minimum strategic footprint alternative is less costly than the minimum strategic footprint alternative by about \$10 million.
- Acquisition Objective:
 - There is a total difference of 745 tactical wheeled vehicles among the baseline, alternatives, and excursions.
 - The planned procurement of 14' and 20' MTVRs to the MEF requires revision. Under the current baseline plan, 14 percent of the MTRV fleet would have 20' beds. Depending upon the alternative selected, the percentage should be between 53 and 70 percent.
 - The selection of any alternative that corrects the baseline unit mobility shortfalls and meets the MCSSD requirements will require more PMC than the current baseline plan. The addition runs from \$66 million to \$102 million. The MTRV-heavy alternatives have the lowest PMC while the LVSR-heavy alternatives have the highest PMC. Only the MCSSD alternatives, which reduce the MCSSD stock levels, have reduced PMC.
 - The LCCEs for all but the MCSSD excursion and the HIPPO minimum cost alternative increase relative to the baseline. The maximum increase is about \$147 million for the minimum strategic footprint alternative. The MCSSD excursion alternatives have an overall decrease in LCCE, which is directly related to the reduced mission in terms of days of supply stocked.
- HIPPO Excursion:
 - The HIPPO excursion minimum cost alternative indicates a modest overall saving relative to the other alternatives.
 - Although not addressed during the conduct of this study effort, if the Marine Corps were to change its doctrine relative to the operations of MCSSDs, there is a potential for saving of the magnitude achieved by the MCSSD excursions with far less risk.

Vehicle Selection for Minimum Cost Alternative Fleet and Minimum Strategic Footprint Alternative Fleet. During the conduct of the study effort, the study team determined the best vehicle or vehicle/trailer combination to perform the MCSSD mission and the line haul mission. The results of this analysis are presented below. The selection criteria below were also used for the MCSSD excursion. The HIPPO excursion vehicle selection criteria are presented in a separate section below.

Vehicle Selection for MCSSDs. The selection of vehicles for the MCSSDs provided interesting insights into the cost and strategic tradeoffs for the vehicles being studied. The vehicle selection criteria are presented in the following bullets. The LVSR provides the minimum strategic footprint for loads that “weigh” out, while the minimum cost selection is the MTRV with 14' bed and MFTR.

- Minimum strategic footprint (assumes cross-country capability required):
 - Select the LVSR for transporting ammunition, fuel, and water.

- Select the MTRV with 20' bed and MTR for transporting all remaining supplies that are cube constrained.
- Minimum cost (assumes cross-country capability required):
 - Select MTRV with 14' bed and MTR for transporting ammunition, water, and fuel.
 - Select the MTRV with 20' bed and MTR for transporting all remaining supplies that are cube constrained.

Vehicle Selection for Line Haul. The selection of vehicles for the line haul also provided interesting insights into the cost and strategic tradeoffs for the vehicles being studied. The vehicle selection criteria are presented in the bullets below. The LVS is selected for all loads over 30,000 pounds. The selection of vehicles for the movement of ISO containers is the same for the minimum strategic footprint and minimum cost alternatives, as is the selection for the transport of bulk liquids and “cube” constrained cargo. The only difference is related to the vehicle/trailer selection for the transport of ammunition.

- Minimum strategic footprint (assumes improved road capability):
 - Select the LVS for ISOs and other loads over 30,000 pounds.
 - Select the MTRV with 20' bed for ISOs less than 30,000 pounds.
 - Select the MTRV with 14' bed for break bulk ammunition.
 - Select the MTRV with 14' bed with SIXCONs for bulk liquids.
 - Select the MTRV with 20' bed and MTR for loads that “cube” out.
- Minimum cost (assumes improved road capability):
 - Select the LVS for ISOs and other loads over 30,000 pounds.
 - Select the MTRV with 20' bed for ISOs less than 30,000 pounds.
 - Select the MTRV with 14' bed and MTR for break bulk ammunition.
 - Select the MTRV with 14' bed with SIXCONs for bulk liquids.
 - Select the MTRV with 20' bed and MTR for loads that “cube” out.

Vehicle Selection for the HIPPO Excursion. The HIPPO excursion resulted in revised selection criteria for vehicles to support both the MCSSD and line haul missions. The selection criteria are presented below.

Vehicle Selection for MCSSDs. The use of the HIPPO in this excursion is presented in the bullets below. The selection criteria mirror the selection criteria presented earlier in this section except for the addition of the HIPPO. The LVS provides the minimum strategic footprint for loads that “weigh” out, while the minimum cost selection is the MTRV with 14' bed and MTR.

- Minimum strategic footprint (assumes cross-country capability required):
 - Select the LVS with 3,000-gallon HIPPO for transporting fuel and water. The capability of the HIPPO is assumed to be 3,000 gallons based upon guidance from the study sponsor.
 - Select the LVS for transporting ammunition.

- Select the MTRV with 20' bed and MFTR for transporting all remaining supplies that are cube constrained.
- Minimum cost (assumes cross-country capability required):
 - Select the MTRV with 14' bed and MFTR for transporting ammunition.
 - Select the MTRV with 20' bed with 1,500-gallon HIPPO and MFTR with 500-gallon drum for transporting fuel and water.
 - Select the MTRV with 20' bed and MFTR for transporting all remaining supplies that are cube constrained.

Vehicle Selection for Line Haul. The selection of vehicles for the line haul also provided interesting insights into the cost and strategic tradeoffs for the vehicles being studied. The vehicle selection criteria are presented in the bullets below. The LVSR is selected for all loads over 30,000 pounds. The selection of vehicles for the movement of ISO containers is the same for the minimum strategic footprint and minimum cost alternatives, as is the selection for the transport of bulk liquids and “cube” constrained cargo. The only difference is related to the vehicle/trailer selection for the transport of ammunition. These selection criteria mirror the selection criteria presented earlier in this section and clearly indicate that the HIPPO, although providing many advantages to the existing bulk liquid transport capability, does not fundamentally change the best vehicle use pattern.

- Minimum strategic footprint (assumes improved road capability):
 - Select the LVSR for ISOs and other loads over 30,000 pounds.
 - Select the MTRV with 20' bed for ISOs less than 30,000 pounds.
 - Select the MTRV with 14' bed for break bulk ammunition.
 - Select the MTRV with 20' bed with 3,000-gallon HIPPO for water and fuel.
 - Select the MTRV with 20' bed and MFTR for loads that “cube” out.
- Minimum cost (assumes improved road capability):
 - Select the LVSR for ISOs and other loads over 30,000 pounds.
 - Select the MTRV with 20' bed for ISOs less than 30,000 pounds.
 - Select the MTRV with 14' bed and MFTR for break bulk ammunition.
 - Select the MTRV with 20' bed with 3,000-gallon HIPPO for water and fuel.
 - Select the MTRV with 20' bed and MFTR for loads that “cube” out.

MCSSD Vehicle Use by Supply Class. The above bullets provide the criteria for vehicle selection during the conduct of the analysis. For the resupply requirement, a majority of the tactical wheeled vehicles of the TSB provide support to the MCSSDs. Table 7-52 below summarizes the MCSSD vehicle requirements by scenarios. A review and analysis of the table reveals the following.

- SWA Scenarios:
 - Between 68 and 78 percent of the tactical wheeled vehicles are used to support Class I, water, and Class III, bulk fuel requirements.

- More vehicles are used to support Class III, bulk fuel requirements, than any other supply class. Between 39 and 51 percent of vehicles are dedicated to this resupply effort.
 - Between 24 and 35 percent of vehicles are dedicated to support of water.
 - Ammunition requires 20 to 24 percent of the tactical wheeled vehicles.
 - Rations and “other” require approximately ten percent of the tactical wheeled vehicles.
- NEA Scenarios:
 - Between 59 and 64 percent of tactical wheeled vehicles are used to support Class III, bulk fuel requirements.
 - Between 25 and 33 percent of tactical wheeled vehicles are used to support ammunition requirements.
 - Between 8 and 12 percent of tactical wheeled vehicles are used to support the remaining supply requirements.

MCSSD Vehicle Use by Scenario. The MCSSD vehicle requirements for the minimum cost, minimum strategic footprint for all scenarios, and the HIPPO and MCSSD excursions for the SWA and SWA Halt scenarios are presented in Table 7-52. As noted in section 7.3 above, the SWA Halt and SWA Extended scenarios are the most demanding scenarios and present the greatest challenge in terms of supply requirements. Support for bulk liquids, water, and fuel in the SWA Halt and SWA Extended scenarios accounts for 68 to 78 percent of the tactical wheeled vehicles required by the MCSSDs. This is an area that may provide the Marine Corps with opportunities to reduce its overall tactical wheeled vehicle fleet. The HIPPO may provide such an opportunity.

The HIPPO excursion results in a modest reduction in vehicle requirements at the MCSSD. However, the real benefit of the HIPPO is not a reduction in vehicle requirements but rather enhanced safety in bulk liquid operations because the HIPPO lowers the center of gravity for vehicles conducting bulk liquid operations with SIXCONs. The high center of gravity of the SIXCON system currently in the Marine inventory results in a high accident rate for the LVS when transporting bulk liquids. Stacked SIXCONs may have a four-foot center of gravity. With the HIPPO, there is the potential to lower the bulk liquid center of gravity to two feet, reducing the potential for rolling vehicles and achieving an overall improvement in bulk liquid throughput. Each HIPPO should include an integral pump system. This system will allow each HIPPO to be a self-sufficient bulk liquid system as compared to the existing SIXCON system that has a separate pump unit. Last, the HIPPO should be compatible with the Marine Corps’ Flat Rack Distribution System, which is similar to the Army’s Palletized Load System. A HIPPO designed for the Flat Rack Distribution System with a self-loading and dispensing pump system offers the following advantages.

- Assures that each bulk liquid container delivery system has a self-loading and dispensing system as compared to the existing SIXCON system that is composed of SIXCON liquid containers and separate pump units. If a SIXCON pump unit is not available, gravity feed is the alternative.

- Provides additional flexibility in how resources are used to accomplish bulk liquid distribution. A full HIPPO can be loaded and off-loaded using the Flat Rack System without the assistance of MHE or additional personnel. Therefore, replenishment of a MCSSD TWV providing bulk liquid support can be accomplished by uploading a full HIPPO as compared to the transfer of bulk liquids from another vehicle or an exchange with a fully loaded TWV. Thus, replenishment at the MCSSD is no longer tied to an exchange of vehicles or transfer of bulk liquids between vehicles, but rather to the exchange of HIPPO containers. This capability provides the Marine Corps with a unique opportunity to consider doctrinal changes in how bulk liquid operations are conducted at its MCSSDs. A portion of the MCSSD bulk liquid requirement could be mobile-loaded on TWVs while a portion could be in HIPPO containers maintained on the deck at the MCSSD. The empty HIPPOs on the deck may be exchanged for full HIPPOs coming from the CSSA or, if full, be exchanged for empty HIPPOs from MCSSD vehicles providing support to tactical units. This concept is a change from current doctrine for the operation of MCSSDs. However, it provides an opportunity for the Marine Corps to take full advantage of the HIPPO capability and potentially reduce TWV requirements at the MCSSD, while still meeting the operational needs of supported units. There is inherent risk in placing bulk liquids on the deck, and the Marine Corps must make a determination of the balance between HIPPOs on the deck and HIPPOs mounted upon TWVs. A fifty percent each split would result in a MCSSD vehicle requirement very similar to that of the MCSSD excursion discussed above.
- Provides for an overall reduction in support because there is no requirement for MHE to load and unload the HIPPO, nor is there a requirement for external pumping units.

	LVSR					MTVR 20'					MTVR 14'					MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
SH MC						9				7		62	115	60		9	62	115	60	7
SH MSF		42	78	34												9				7
SE MC						10				5		74	111	51		10	74	111	51	5
SE MSF		51	68	34		10				5						10				5
N MC						9				6			119	60		9		119	60	6
N MSF			88	35		9				6						9				6
NE MC						9				6			110	61		9		110	61	6
NE MSF			82	36		9				6						9				6
SH HE MC						9	87	118	0	7				58		9	87	118	58	7
SH HE MSF		38	70	34		9				7						9				7
SE HE MC						10	99	111		5				57		10	99	111	57	5
SE HE MSF		50	74	30		10				5						10				5
SH ME MC						4				3		29	57	30		9	29	57	30	7
SH ME MSF	0	21	39	17		4				3						9				7
SE ME MC						5				2	0	37	55	25		10	37	55	25	5
SE ME MSF		27	41	15		5				2						10				5

Note: SWA Halt = SH, SWA Extended = SE, NEA = N, NEA Extended = NE, Minimum Cost = MC, Minimum Strategic Footprint = MSF, HIPPO Excursion = HE, MCSSD Excursion = ME.

Table 7-52. MCSSD Vehicle Requirements

Tradeoff of ITV and HMMWV. The ITV and HMMWV tradeoff indicated that for equal load capability (pounds and cube) the preferred alternative is the HMMWVA2. Therefore, for this effort the ITV would not be selected for units based upon either strategic footprint or cost. However, the Marine Corps transition to the MV-22 Osprey and the movement to fielding the capability required to implement the OMFTS and STOM concepts will require the introduction of the ITV into selected units. This operational need should be the guiding principle in the selection of the ITV to replace existing HMMWVA2s in the fleet today. The ITV is in the 2007 baseline for the infantry regiments of the MEF.

A particular challenge related to the ITV is the ability to tow existing trailers. The narrow track of the ITV relative to the M101 and M116 trailers requires caution when the ITV is used as the prime mover. Consideration should be given to the development of an ITV-specific trailer to compensate for the cargo capacity of these existing trailers when the ITV is fielded as a replacement for the HMMWVA2.

Vehicle	Load Capacity (lbs)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
HMMWV	4400	90	1	90
ITV	3000	81	1.47	118.8

Table 7-53. ITV and HMMWVA2 Strategic Footprint for Equivalent Ammunition Load

Vehicle	Load Capacity (ft ³)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
HMMWV	145	90	1	90
ITV	90	81	1.61	130.5

Table 7-54. ITV and HMMWVA2 Strategic Footprint for Equivalent Ammunition Load

Vehicle	Load Capacity (lbs)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
HMMWV	4400	\$13,963	1	\$13,963
ITV	3000	\$12,265	1.47	\$17,989

Table 7-55. ITV and HMMWVA2 Strategic Footprint for Equivalent Ammunition Load

Vehicle	Load Capacity (ft ³)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
HMMWV	145	\$13,963	1	\$13,963
ITV	90	\$12,265	1.61	\$19,760

Table 7-56. ITV and HMMWVA2 Strategic Footprint for Equivalent Ammunition Load

Scenario Effects. The SWA Halt and SWA Extended scenario requirements exceed those of the NEA scenarios. One factor contributing to the higher requirements in the SWA scenarios is the

challenge associated with meeting the water requirement of the MEF. In the NEA scenarios, there is water available in the vicinity of each unit and the MEF's water demand can be met with ROWPUs in the vicinity of the employed units. In SWA, the availability of water is less certain. Water must be transported from a source, either from a navy ship or ROWPUs operating from the gulf, to the MCSSDs. The need to maintain water in the supply line places a substantial burden on the supply system related to the transport and storage of water.

Another scenario effect is that the entire MEF is ashore in the SWA scenarios while the NEA scenarios use seabasing to the extent possible, reducing the number of personnel ashore. This has a very direct effect in terms of the resupply requirements for those items where resupply is determined based upon personnel.

The SWA Halt and SWA Extended scenarios put heavy stress on the logistics support systems. In the SWA Halt scenario, there is a requirement to relocate the CSSA as the enemy is attacking. During the counterattack of the SWA Extended scenario, the MEF moves approximately 300 miles in 11 days. The movement of supplies to replenish the attacking forces during this movement stresses the resupply network.

While the NEA scenarios take full advantage of seabasing, the fixed-wing units of the ACE are deployed to existing air facilities. These facilities have existing infrastructure and are in close proximity to existing port facilities. The ACE's water and fuel needs can be met at these facilities using the existing infrastructure.

The entire ACE deploys to existing airfields with infrastructure in both the SWA scenarios. These airfields have well-developed infrastructure and provide the capability to meet the ACE's bulk fuel and water requirements.

The availability of water in the vicinity of forces in the NEA scenarios made water support relatively easy. In the SWA scenarios, Marine forces operated for extended periods of time well forward of water sources. The production, transport, storage, and distribution of potable water was a major resource consumer in the SWA scenarios.

7.9 Transitioning the TWV Fleet from 2007 to 2015. This section addresses TWV fleet transition strategies. The MAA Branch analysis based upon the OMFTS 2015 scenario included an analysis of the Marine Corps' expected requirements and capabilities. The resulting requirements were substantially less than those of the comparable NEA scenario set in 2007. This was due, in large part, to the fact that the 2015 scenario fully implemented the OMFTS concept. Full implementation of OMFTS has a major impact on Marine Corps decisions regarding the composition of the 2015 TWV fleet.

7.9.1 The Impact of OMFTS. Unlike conventional amphibious operations, OMFTS operations strictly limit the number of personnel as well as the amount of equipment and supplies brought ashore. MAGTF command and control, fire and air support, and sustainment are primarily seabased. Seabasing provides flexibility and protection and minimizes the MAGTF's footprint ashore. Command elements, combat service support elements, and fixed airbase facilities are large consumers of logistics support, as well as lucrative targets. The seabasing of

these functions radically reduces over-the-beach logistics requirements, thereby freeing lift assets *for operational missions*. These characteristics of OMFTS operations have a significant effect upon the TWV fleet necessary to support the MAGTF in 2015. Some additional relevant details, as extracted from several Marine Corps Warfighting Concepts (*OMFTS* and *Sustained Operations Ashore*) and the STOM CONOPS, are listed below.

7.9.1.1 Firepower. In OMFTS, MAGTF maneuver forces must be able to concentrate accurate lethal and non-lethal fires at the right time and place. To accomplish this, the MAGTF will draw on a wide range of organic and supporting fires. The majority of these will be provided as long-range precision and accurately delivered non-precision fires from supporting naval expeditionary forces or other components of the joint force (but predominantly naval surface fire support and Marine aviation). Reliance on seabased fires maximizes the mobility of maneuver forces ashore and minimizes their logistics requirements. However, maneuver forces will retain the organic firepower necessary to ensure force protection, adapt to unanticipated situations and opportunities, or deal with nonavailability of supporting fires. The emphasis on seabasing fires will impact the need for TWVs in the infantry and artillery regiments. These needs will not always be reduced for a particular unit. However, the overall need for TWVs dedicated to fire support requirements should significantly decline.

7.9.1.2 Command and Control. Command and control (C2) provides the mechanism by which a commander recognizes what needs to be done and communicates those actions required to ensure mission accomplishment. Under the OMFTS concept MAGTF command and control capabilities will be predominantly seabased, and will seek to minimize the personnel and logistics footprint of command elements through reach-back capabilities. Normally, the command element of the MAGTF as well as most of the command and control resources of the CSSE and ACE will remain afloat throughout the operation. This will significantly affect the TWV fleet by reducing requirements for vehicles dedicated to supporting the command and control mission area.

7.9.1.3 Logistics. Seabased logistics is “the means to support littoral power projection from over the horizon, independent of sovereignty restrictions and overseas basing requirements” (*Seabased Logistics Concept*, 12 May 1998). As with C2, the majority of the MAGTF’s logistics capabilities in an OMFTS operation will remain seabased. Maneuver forces ashore will have very limited organic logistics capability. The MAGTF must possess the capability to provide precise, timely, and tailored logistics support to widely dispersed maneuver forces operating across the breadth and depth of the battlespace. These capabilities will be tailored to the type and expected duration of the mission, and maneuver elements will be replenished directly from the seabase. In some scenarios, operational requirements may dictate that limited logistics support be moved ashore. Such support will be provided by small, highly mobile, direct-support elements rather than through fixed logistics sites. These elements will draw their supplies from the seabase and act as a repository for critical supplies required by maneuver forces, in the event that their direct supply from the seabase is precluded by weather or is tactically not feasible. As in the case of the fire support and command and control mission areas, seabasing of logistics has a profound impact with respect to potential reductions in the numbers and types of TWVs required to support the mission area.

7.9.2 Other Considerations. According to the SOW for this study, "Operational Maneuver from the Sea and other emerging concepts continue to influence the employment of the tactical wheeled vehicle fleets. The Marine Corps' tactical transportation system must be configured to meet the increasing demands of these emerging concepts and doctrine." However, there are other considerations that need to be taken into account in planning the composition of the 2015 TWV fleet. The Marine Corps of 2015 will be expected to operate across the full spectrum of conflict. If history is a guide, this will include participation in sustained land operations. In these instances, the MAGTF will normally bring ashore all of its command and control, air, and logistics support. Furthermore, the amphibious ships of the ATF comprising the seabase may be redeployed to support another contingency. A TWV fleet based strictly on supporting OMFTS operations would not be able to meet the requirements of a MAGTF involved in such a sustained land operation. The Marine Corps may need to retain a significant portion of its current TWV capability. Overall numbers of heavy and medium tactical wheeled vehicles could be significantly reduced. However, at least enough heavy and medium vehicles would have to be available, perhaps through global sourcing utilizing reserve assets, to support a MEF operating as part of a JTF in a sustained land operation.

7.9.3 Supporting the Vertical Assault. The currently fielded TWV fleet is ill designed with respect to support of the vertical assault. The fielding of the ITV will significantly improve the situation. The ITV provides the infantry with a crew-served weapons carrier that can be internally lifted in the vertical assaults. However, the ITV is of little utility in the movement of unit equipment, ammunition, and supplies. Use of HMMWVs in this role is also problematic in terms of numbers of vehicles, strategic footprint, and cost. On the other hand, use of MTRVs in OMFTS scenarios is tactically infeasible. The size and weight of the MTRV limit the distance that it can be lifted by CH-53E to about 50 miles. In both the 2007 NEA scenarios and in the 2015 OMFTS scenario, much of the logistics support for the vertical assault RLTs, as well as the artillery prime movers, had to land by surface means and then motor march to link up with the RLTs. In many, if not most, scenarios this would be tactically unsound.

There is a need for a vehicle big enough to handle the surface lift requirements of the RLT and, more importantly, to serve as an artillery prime mover, but also light enough to be lifted in with the rest of a vertical assault force. Such a light truck might be similar to the 14' MTRV, but with one less rear axle. The square foot load capacities of the bed would be roughly comparable to those of the 14' MTRV. Table 7-57 below compares the characteristics of the notional vehicle being considered by PM, Transportation, MARCORSYSCOM to the existing 14' MTRV.

Statistics	Length	Width	Strategic Footprint	Curb Weight	Load Capacity (ft ²)	Load Capacity (ft ³)	Payload Weight
Light Truck	260"	98"	177 ft ²	10,000	101	404	9,000
14' MTRV	315"	98"	214 ft ²	28,799	101	404	14,200

Table 7-57. Comparison of 14' MTRV to 4.5-Ton Light Truck

There is virtually no difference between the 14' MTRV and the light truck concerning capacity to move personnel and cube cargo. The differences between the two trucks are significant regarding ammunition capacities since ammunition is loaded based on its weight, not its cube.

Each 14' MTVR can carry 14,200 pounds of ammunition and the light truck only 9,000 pounds. In Table L-6 of Appendix L, the division truck company (N 1026) required 204 14' MTVRs and 189 MFTRs to move their portion of the lift requirement associated with the three infantry regiments in the division. This included capacity to move 2,033 personnel (in addition to the truck crews), 108,152 cubic feet of cargo and supplies (includes the logistics train), and 242,271 pounds of ammunition. Since ammunition is the primary driver in this case, the switch to a light truck increases the vehicle totals from 18 14' MTVRs to 27 light trucks. Thus, there would be a total of nine more light trucks required to accomplish the same mission as the 14' MTVR. Therefore, the final totals for the infantry regiment are 213 light trucks and 189 MFTRs.

Infantry Unit Supported	N1121 – HQ Co. Infantry Regiment		N1172 – H&S Co. Infantry Battalion		N1173 – Wpns Co. Infantry Battalion		N1174 – Rifle Co. Infantry Battalion		Totals
	Ea Unit	Total (x3)	Ea Unit	Total (x9)	Ea Unit	Total (x9)	Ea Unit	Total (x27)	
Light Truck	5	15	10	90	3	27	4	108	240
MFTR Trailer	5	15	9	81	3	27	3	81	204

Table 7-58. Light Trucks and MFTR Trailers Required To Support Infantry Regiments

The light truck would have its greatest impact on the mobility of artillery. The combination of the lightweight-155 howitzer and the MTVR will provide a significant mobility enhancement over the existing M-198 howitzer/5-ton truck combination. However, in three of the scenarios investigated artillery prime movers could not be inserted in the vertical assault. Either the artillery in support of the vertical assault infantry regiment(s) was landed entirely by surface (2007 NEA scenarios), or the artillery was inserted separately from the prime movers (2015 OMFTS scenario). In both cases, the surface-landed artillery elements were required to motor march about 24 hours inland to reach the supported infantry regiment. This was, at best, a questionable evolution. The lightweight-155 presents no external lift challenge even for the MV-22. However, the MTVR is marginally capable of vertical insertion. Unlike the current 5-ton truck, the MTVR was designed to be transportable by the CH-53E. However, it is transportable for only about 50 nautical miles, and this under ideal circumstances. In operations where infantry units must conduct a vertical assault on an objective farther than 50 miles from the ATF, the howitzers must be flown in without their prime movers.

The utility of the light truck is in support of firing batteries. No changes were envisioned in the headquarters batteries of the regiment or battalions since these units employ their MTVRs to move heavy shelters, SIXCONs, and pump units – which could not be carried by the light truck. The 2007 artillery battery will consist of six lightweight-155s, sixteen MTVRs, eight MFTRs, and ten assorted HMMWVs (radio vehicles, cargo variants, and armored weapons carriers). Currently, a basic allowance of artillery ammunition consists of approximately 635 rounds, with associated charges and fuzes; but this number varies based upon the scenario/contingency. This load equates to approximately 170,720 pounds for each battery. When loading out each battery using their 2007 T/Es, the MTVR was more than capable of handling the ammunition requirement (see Appendix L, Table L-1, N2208); but 13 MTVRs of their total of 16 were required to load the ammunition alone. To successfully vertically lift all of the battery's assets beyond the 14' MTVR's 50-mile limitation, the entire battery must exchange all of their 14'

MTVRs for light trucks. The study team determined that the ammunition alone would require a total of 19 light trucks, and that 3 additional light trucks would be required to move the remaining personnel and equipment (22 trucks, total). Thus, to enable the artillery batteries to be fully liftable by air, their vehicle T/Es would have to be increased from 16 14' MTVRs to 22 light trucks. Table 7-59 below shows the full 14' MTVR/light truck requirement for the artillery regiment, using the modified baseline distribution for the artillery regiment/battalion headquarters units.

Artillery Unit	N2201 – HQ Btry Artillery Regiment		N2209 – HQ Btry Artillery Battalion		N2208 – Firing Btry Artillery Battalion		Regt Totals
	Ea Unit	Total (x1)	Ea Unit	Total (x4)	Ea Unit	Total (x12)	
14' MTVRs	28	28	10	40	0	0	68
20' MTVRs	0	0	0	0	0	0	0
Light Truck	0	0	0	0	22	264	264

Table 7-59. Artillery Regiment Truck Requirements (Modified Baseline)

Table 7-60 below provides the MTVR/light truck requirement based on the minimum cost and minimum strategic footprint alternatives discussed in section 7.2.3 above.

Artillery Unit	N2201 – HQ Btry Artillery Regiment		N2209 – HQ Btry Artillery Battalion		N2208 – Firing Btry Artillery Battalion		Regt Totals
	Ea Unit	Total (x1)	Ea Unit	Total (x4)	Ea Unit	Total (x12)	
14' MTVRs	0	0	0	0	0	0	0
20' MTVRs	22	22	5	20	0	0	42
Light Truck	0	0	0	0	22	264	264

Table 7-60. Artillery Regiment Truck Requirements (Minimum Cost/Minimum Strategic Footprint Alternatives)

Changing over the firing batteries from the 14' MTVR to the light truck will cause a change from 192 14' MTVRs to 264 light trucks. This is an increase of 72 trucks in the artillery regiment, but there is also a significant increase in the operational flexibility afforded to the MAGTF commander with respect to employment of his artillery assets.

8. CONCLUSIONS AND RECOMMENDATIONS

This section presents the study findings, conclusions, and recommendations. The section is organized with subsection 8.1 presenting the study findings and conclusions and subsection 8.2 presenting the recommendations. The study findings, conclusions, and recommendations are derived from the study efforts reported in sections one through seven above.

8.1 Conclusions. During the conduct of this study, the study team analyzed a number of issues related to the Marine Corps Tactical Wheeled Vehicle Program. The analyses looked at the capability of the baseline TWV fleet currently planned for 2007 and compared the capability of two alternatives to the baseline. One alternative was based on minimizing the total life-cycle cost of the TWV fleet, and the other alternative was based on minimizing the strategic footprint of the TWV fleet. In addition, two excursions were investigated that employed modified logistics concepts. In one excursion, the MCCSD excursion, the amount of resupply carried by the MCCSD was reduced. In the other excursion, the HIPPO excursion, a conceptual bulk fuel transportation and distribution system was employed. In each of these excursions, two alternatives were analyzed. As in the initial analyses one alternative was based on minimum cost and one on minimum footprint. The conclusions below summarize the results of all of these analyses. Each conclusion includes a reference to the location in the report containing detailed information upon which the finding is based.

The 2001 TWV Fleet Is Approximately 70 Percent as Capable as the 2007 Baseline. The introduction of the MTVR and LVS, using a one-for-one replacement strategy, will substantially increase the capability of the current fleet between now and 2007. The 2001 fleet has approximately 70 percent of the lift capability that the planned 2007 fleet will possess. See section 7.3 for additional details.

The 2007 Baseline Cannot Meet Marine Corps Requirements. The 2007 baseline TWV fleet, which is based upon the Marine Corps current fielding plans, cannot meet the Marine Corps mobility and resupply lift requirements for 2007. There are shortfalls in two general areas.

- The direct support companies and general support company of the transportation support battalion have insufficient capability to meet the line haul and MCCSD mobility requirements based on analyses of the SWA Halt and SWA Extended scenarios. This deficiency is documented in section 7.3 above.
- There is a shortfall in the capability of units to meet their mobility needs with transportation assets that are organic to those units. However, in most cases this is by design. For example, infantry units must be augmented with transportation assets prior to conducting either motorized or mechanized movements, and most ACE and FSSG units were never designed for full mobile loading. Most significantly, there is an overall shortfall within the GCE to meet unit mobility needs with transportation assets organic to the division. See sections 7.2 and 7.4 for details.

The MTVR with 20' Bed Is Capable of Performing Many Tasks Currently Performed by the LVS. Currently, ISO containers are normally hauled on the LVS with MK18 trailer. The 20'

bed, 30,000-pound improved road load capacity, and ISO container lock downs of the MTVR provide the Marine Corps with the opportunity to haul ISO containers on the 20' bed MTVR. The capability of the MTVR to transport ISO containers provides great flexibility in designing the overall composition of the TWV fleet. See section 7.8 for additional information.

The ITV Requirement. The ITV is being developed to meet the Marine Corps need for a light tactical vehicle that can be transported inside the MV-22 Osprey. The ITV, as a crew-served weapons carrier, provides a significant increase in operational capability to the vertical assault with respect to the HMMWV. However, the cargo variant is not an efficient replacement for the HMMWV currently fielded throughout the Marine Corps. The ITV is more expensive and requires more strategic lift for an equivalent cargo carrying capability. See section 7.8 for additional details.

The Light Truck Requirement. The size and weight of the MTVR render it unsuitable for support of vertical assault elements in OMFTS operations. There is an urgent requirement for a light truck, big enough to serve as an artillery prime mover, but light enough to be lifted in with the rest of a vertical assault force. Fielding 22 light trucks to each artillery battery will require a total of 1,350 light trucks to replace the 990 14' bed MTVRs currently planned for fielding to these units.

The HIPPO Requirement. The HIPPO is a conceptual system consisting of two 1,500-gallon tanks that can be stacked to form a 3,000-gallon system, with a self-loading and dispensing system that is transported on either the LVSR or the MTVR with 20' bed. Designed to carry bulk liquids, the 3,000-gallon HIPPO has a volume of approximately 401.04 cubic feet. The HIPPO could take full advantage of both the MTVR's and LVSR's load capacities, providing for a more efficient use of the 2007 fleet. Designed to take advantage of the Marine Corps' Flat Rack Distribution System, every 20' bed MTVR and LVSR could become a bulk liquid transporter and distributor. The reduced center of gravity would make the transporters more stable compared to the existing SIXCON system, reduce accidents, and improve throughput.

The MTVR Fleet Mix. The mix of 14' and 20' MTVRs planned for the 2007 baseline is not optimal. Currently, the 2007 baseline fleet of MTVRs will contain approximately 14 percent 20' MTVRs. Two alternatives and two excursions with two alternatives each were investigated. The percentage of 20' MTVRs used in these alternatives ranged from 53 to 70 percent (see Figure 8-1). In each of the two alternatives, 20' MTVRs were used to transport ISO containers (weighing less than 30,000 pounds) and to give an organic mobile loading capability to units possessing 20' shelters. This reduced the number of LVSRs required in these alternatives. Furthermore, the higher percentage of 20' MTVRs provided an equivalent bulk cargo carrying capability with fewer vehicles. In each of the two alternatives to the baseline and in the MCSSD excursion, the 14' MTVR was only employed in those instances in which cargo loads were constrained by weight rather than by square or cube (ammunition and bulk liquids). In the HIPPO excursion the number of 14' MTVRs employed was further reduced by using the 20' MTVR to carry bulk fuels. See section 7.7 for additional information and for the number of 14' and 20' MTVRs in each of the alternatives and excursions.

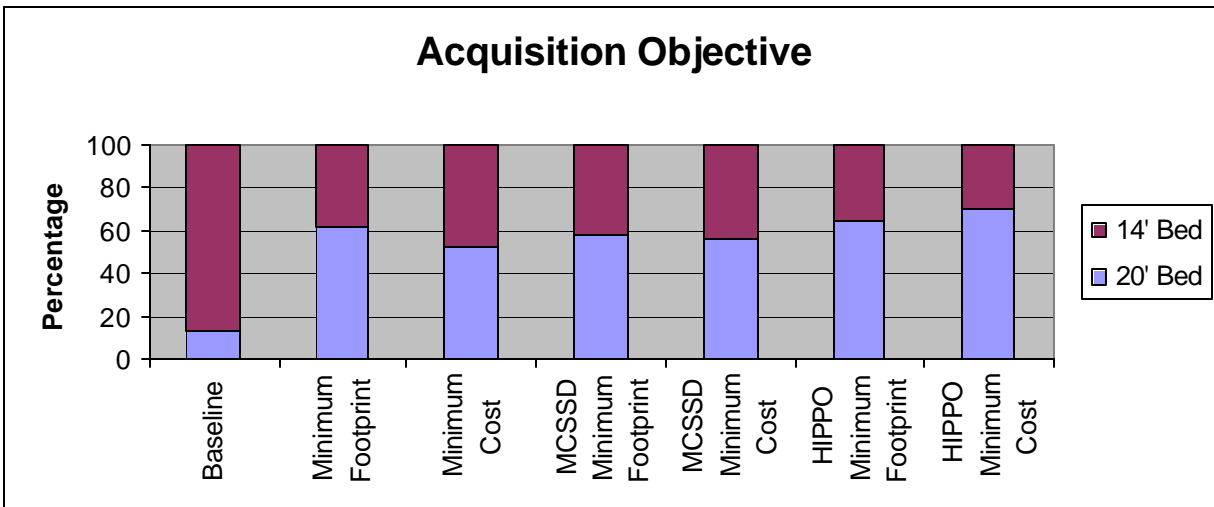


Figure 8-1. MTVR 14' and 20' Bed Fleet Composition

The MFTR Requirement. There is a need for the MFTR with mobility characteristics compatible with the MTVR. The MFTR provides a significant enhancement in terms of cargo capacity and off-road mobility relative to the existing M105 trailer. The introduction of the MFTR capability reduced the numbers of tactical wheeled vehicles necessary to meet the scenario requirements. A less capable trailer would result in a need for additional tactical wheeled vehicles. See section 7.3 for additional information.

The LVSR/MTVR Mix. The LVSR and MTVR are complementary vehicles with overlapping capabilities. This overlap in capabilities provided tradeoffs in developing minimum strategic footprint and minimum cost alternatives. Figure 8-2 depicts the percentage of LVSRs in the LVSR/MTVR mix for the baseline, the alternatives, and the excursions. A decrease in the percentage of LVSRs in the TWV mix reduces the overall life-cycle cost of the TWV fleet while an increase in the percentage of LVSRs reduces the strategic footprint of the MEF. However, the tradeoffs are limited since the LVSR is required to handle some loads that cannot be transported on the MTVR. For the notional MEF, the minimum number of LVSRs (including Mk48 FPU's, Mk18A1 trailers, Mk15 wreckers, and the Mk16 5th wheel) required is 275, and this is the minimum cost alternative. For the notional MEF, the maximum number of LVSRs that can be effectively employed in the TVW mix is 698, and this is the minimum strategic footprint alternative. The corresponding acquisition objectives range from 3,225 to 1,518 vehicles in the minimum strategic footprint and minimum cost alternatives, respectively. The difference in total life-cycle cost between the two alternatives is \$133,695,000, and the difference in the MEF strategic footprint between the two alternatives is 42,191 square feet. See sections 7.3, 7.5, 7.6, 7.7, and 7.8 for detailed information.

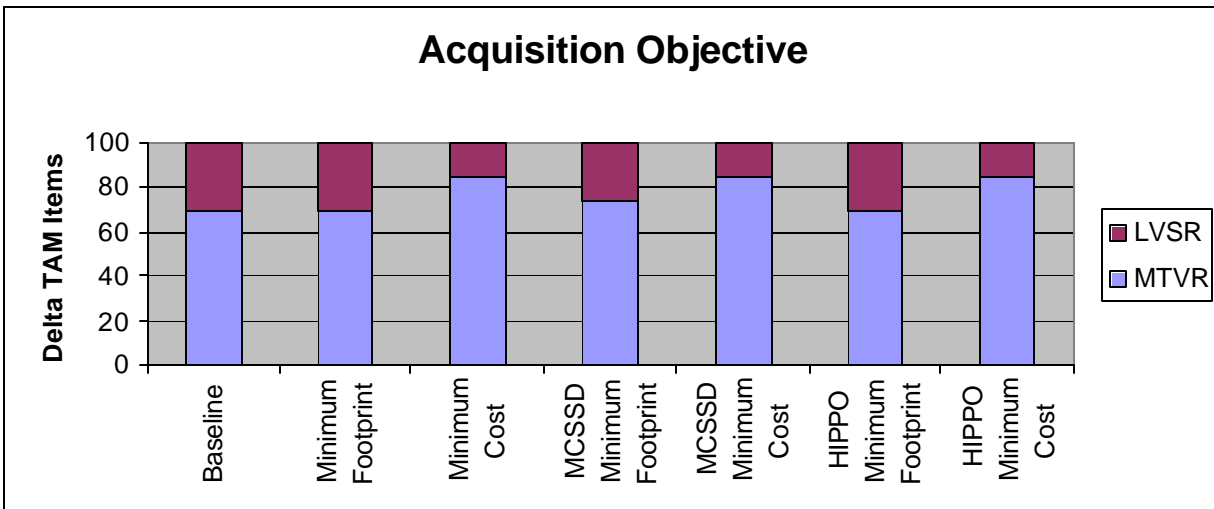


Figure 8-2. LVS-MTVR Fleet Composition

Alternative Fleets. There are several alternatives investigated in this study that correct the identified unit mobility shortfalls and provide the resources necessary for the transportation support battalion to support resupply operations. These alternatives provide adjustments to the baseline to better use the capabilities of the tactical wheeled vehicles that will be in the inventory in 2007. Each alternative has different impacts relative to cost, strategic footprint, and risk. Only the alternatives investigated under the MCSSD excursion are less costly than the baseline. See section 7.8 for additional information.

8.2 Recommendations. This section presents the study recommendations. These recommendations are based upon the analyses conducted during the study effort and the conclusions from those analyses in section 8.1.

- Field the ITV based upon operational requirements to support the vertical assault, primarily as a crew-served weapons carrier, and not as a complete replacement for the HMMWV.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of a light truck to support the vertical assault, especially in the area of artillery prime mover.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of the HIPPO bulk liquid transportation and distribution system.
- Complete ongoing concept development and requirements determination efforts for and consider expedited development and procurement of the MFTR.
- Increase the percentage of 20' MTVRs relative to 14' MTVRs in the 2007 fleet.

- Complete development of and field the LVSR. The LVSR is required to transport loads beyond the capability of the MTVR and complements the overall Tactical Wheeled Vehicle System at the MEF.
- Base the LVSR/MTVR mix in the 2007 TWV fleet on tradeoffs between cost and strategic lift impact. (These tradeoffs were identified through development of the alternative minimum cost and minimum strategic lift TWV fleets.)

OVERARCHING TACTICAL WHEELED VEHICLE STUDY



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Studies and Analysis Division

Marine Corps Combat Development Command



APPENDIX A

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APPENDIX B

ACRONYMS

AAAV	Advanced Assault Amphibious Vehicle
AAO	Approved Acquisition Objective
ACE	Aviation Combat Element
ACEIT	Automated Cost Estimating Integrated Tool
ALMC	Army Logistics Management College
AOA	Analysis of Alternatives
APOD	Air Port of Debarkation
ASP	Ammunition Supply Point
BA	Basic Allowance
BCSSA	Brigade Combat Service Support Area
BLT	Battalion Landing Team
CARF	Combat Action Replacement Factor
CASCOM	Combined Arms Support Command
CEB	Combat Engineer Battalion
CFC	Combined Forces Command
COE	Concept of Employment
COEA	Cost and Operational Effectiveness Analysis
CSLE	Combat Support Logistics Equipment
CSS	Combat Service Support
CSSA	Combat Service Support Area
CSSD	Combat Service Support Detachment
CSSE	Combat Service Support Element
DMFA	Depot Maintenance Float Allowance
DSC	Direct Support Command
DSG	Direct Support Group
EMW	Expeditionary Maneuver Warfare
FARP	Forward Arming and Refueling Point
FCSSA	Force Combat Service Support Area
FIE	Fly-In Echelon
FMTV	Fleet Medium Tactical Vehicle
FOB	Fixed Operating Base
FPU	Front Power Unit
FSSG	Force Service Support Group
HERS	Helicopter Expedient Refueling System
HIMARS	High-Mobility Artillery Rocket System
HMMWVA2	High-Mobility Multipurpose Wheeled Vehicle A2 Model
HQDA	Headquarters Department of the Army
IEDK	Individual Equipment Decontamination Kit
ILS	Integrated Logistics Support
ILSP	Integrated Logistics Support Plan

IPT	Integrated Process Team
ISO	International Standardization Organization
ITV	Internally Transportable Vehicle
ITV-A	Internally Transported Vehicles Ambulance
JSF	Joint Strike Fighter
JTF	Joint Task Force
LAAD	Low-Altitude Air Defense
LAR	Light Armored Reconnaissance
LAV	Light Armored Vehicle
LCAC	Landing Craft Air Cushion
LCCE	Life-Cycle Cost Estimate
LEW	Logistics Estimation Workbook
LFF	Logistics Factors File
LMIS	Logistic Management Information System
LMTV	Light Medium Tactical Vehicle
LOC	Line of Communication
LRIP	Low Rate Initial Production
LSV	Light Strike Vehicle
LVS	Logistics Vehicle System
LVSR	Logistics Vehicle System Replacement
LZ	Landing Zone
MAA	Mission Area Analysis
MACG	Marine Air Control Group
MACS	Marine Air Control Squadron
MAF	Marine Amphibious Force
MAG	Marine Aircraft Group
MAGTF	Marine Air-Ground Task Force
MARCORSYSCOM	Marine Corps Systems Command
MASS	Marine Air Support Squadron
MAW	Marine Aircraft Wing
MCCDC	Marine Corps Combat Development Command
MCSSD	Mobile Combat Service Support Detachment
MDL	MAGTF Data Library
MEB	Marine Expeditionary Brigade
MFTR	Medium Fleet Tactical Trailer
MHE	Material Handling Equipment
MNS	Mission Needs Statement
MOE	Measure of Effectiveness
MOP	Measure of Performance
MPF	Maritime Prepositioning Force
MPS	Maritime Prepositioning Ships
MPSRON	Maritime Prepositioning Ships Squadron
MRS-05	Mobility Requirements Study 2005
MT	Mission Task

MTACS	Marine Tactical Air Command Squadron
MTV	Medium Tactical Vehicle
MTVR	Medium Tactical Vehicle Replacement
MTW	Major Theater War
MWCS	Marine Wing Communications Squadron
MWSG	Marine Wing Support Group
NALMEB	Norway Air Land Marine Expeditionary Brigade
NEA	Northeast Asia
NM	Nautical Miles
OEI	Operational End Item
OME	Operational Maneuver Element
OMFTS	Operational Maneuver from the Sea
OPLOGPLN	Operations Logistics Planner
OPTEMPO	Operational Tempo
ORD	Operational Requirements Document
OTWV	Overarching Tactical Wheeled Vehicle
PALCON	Pallet Container
PEI	Prepositioned End Item
PM	Program Manager
POL	Petroleum, Oil, and Lubricants
POM	Program Objectives Memorandum
QUADCON	Quadruple Container
RBU	Rear Body Unit
REI	Reserve End Item
ROC	Required Operational Capability
SAC	Study Advisory Committee
SDK	Skin Decontaminating Kit
SOA	Sustained Operations Ashore
SOW	Statement of Work
SP	Special Purpose
SPOD	Sea Port of Debarkation
STB	Super Tropical Bleach
STOM	Ship-to-Objective Maneuver
SVLCCM	Summary Version Life Cycle Cost Model
SWA	Southwest Asia
T/E	Table of Equipment
T/O	Table of Organization
TAA	Tactical Assembly Area
TAM	Table of Authorized Material
TAMCN	Table of Authorized Material Control Number
TAU	Twin Agent Unit
TAV	Total Asset Visibility
TEA	Transportation Engineering Agency
TFS	Total Force Structure

TLS
TWV
ULSS
VMU
WARPE

WRMR
XLWB

Tactical Lift Study
Tactical Wheeled Vehicle
User's Logistics Support Summary
Marine Unmanned Aerial Vehicle Squadron
Wartime Attrition Rate Study for Personnel
and Equipment
War Reserve Materiel Requirement
Extra Long Wheelbase

APPENDIX C

RECORD OF MEETINGS AND INTERVIEWS

This appendix contains the record of meetings and key interviews conducted by the study team during the conduct of the study effort. The records are presented in chronological order as follows:

- 27 September 2000 kickoff meeting.
- 17 October 2000 meeting with Captain Lepson, Studies and Analysis Division, MCCDC.
- 17 October 2000 meeting at OSD PA&E.
- 23 October 2000 meeting at J-8, Joint Staff.
- 25 October 2000 meeting with MARCORSYSCOM C4ISR representatives.
- 30 October 2000 telephone conversation (FONCON) with DAODCSOPS representative.
- 30 October 2000 FONCON with Major King, Army Logistics Management College.
- 31 October 2000 FONCON with Major David Sales, Logistics Estimator Developer (LEW), Arkansas National Guard.
- 7 November 2000 meeting with Major Mike McGuinness, LP0-2, I&L, HQMC.
- 16 November 2000 meeting with Major Robert Osborne, Joint Plans/Embarkation Officer, LPO-3, I&L, HQMC.
- 4 December 2000 meeting with Major Max Waugh, M&RA, HQMC.
- 7 December 2000 FONCON with Mr. Robert Miller, Force Development Division, Directorate of Combat Developments, Combat Service Support, U.S. Army Combined Arms Support Command (CASCOM), Ft. Lee, Virginia.
- 28 December 2000 FONCON with LCDR Tom Dacorta, USN, Medical Requirements Officer, MCCDC.
- 5 January 2001 meeting with LtCol Malson, ASL, DC/A, HQMC.
- 24 and 26 January 2001 meetings on Study Update.
- 29 January 2001 FONCON with GySgt Gestwicki.
- 30 January 2001 meeting on Study Status Review.
- 13 February 2001 meeting with LtCol Tabbert, HQMC, ASL, MWSG.
- 21 February 2001 meeting with Mr. Alex Burres, GAMS Office.
- 28 February 2001 meeting with transportation SMEs.
- 6 March 2001 2d IPR.
- 8 March 2001 meeting on MCSSD operations.
- 8 March 2001 meeting on mobilizers for mobile facilities.
- 14 March 2001 meeting on line haul simulation logic.
- 28 March 2001 meeting on threat development.
- 6 April 2001 meeting on the LVSF.
- 30 April 2001 meeting on determination of the NBC lift requirement.
- 2 May 2001 meeting on determination of the NBC lift requirement.
- 9 May 2001 program review and follow-on meeting.
- 14-21 May 2001 FONCONs on NBC lift requirement.

Minutes for the OTWV Study Kick-Off Meeting

- Attachments:** 1. OTWV Study Kick-off Meeting Attendance Roster
2. OTWV Study Overview Briefing (CoTs Briefing Slides)

1. The meeting was held on 27 September 2000 in room 300B of the MCCDC Headquarters. The meeting was brought to order by Capt. Mike Lepson, the Study TSPO, who provided attendees with a basic overview of the purpose of the meeting as well as the following sequence of events:

0900-0910 - Introductions of CoTs study team and USMC SAC

0911-0945 - CoTs presents an overview of their technical approach and methodology for this study

0946-1045 - Discussions/questions/clarifications

1045-1100 - Provide reference material to CoTs

2. Capt. Lepson then began the introductions, and all personnel present identified themselves. Upon completion of introductions, Capt. Lepson turned the meeting over to Mr. Norv Eyrich, of CoTs, for the conduct of the CoTs study overview (see attachment 2).

3. During the course of the study overview, the following additional issues were discussed and/or resolved:

- During the methodology overview discussion, Mr. Gallagher asked which cost model CoTs intended to use to conduct the LCCEs for each alternative vehicle mix. Dr. Akst indicated that said LCCEs would not be the type of full-blown efforts necessary to do by-type vehicle source selection, but would focus instead on a rough order of magnitude costing of various vehicle mixes. He also indicated that the SAC should place its focus upon the data used to derive the results, as opposed to the name of the model used, since in the end all cost models are glorified spreadsheets anyway. Mr. Eyrich indicated that CoTs intended to seek already existing cost (LCCE) data from PM, Transportation, to avoid an unnecessary duplication of effort. He also indicated that CoTs intends to avoid the use of competition-sensitive or proprietary cost information. Dr. Akst added that there should be little need for such data, since it is typically used to compare like vehicles within a class, and such is not the intent of this study.
- While discussing the TWV Lift Requirement portion of the study (Task 2), LtCol Manley indicated that he would be very interested in a close examination of MHE utilization/COE in conjunction with future warfighting requirements. CoTs indicated that it is their intent to evaluate the varying needs for MHE in all three scenarios.
- While discussing TWV baseline, LtCol Manley (and other PM, Transportation, personnel) and Major Curatola suggested that the TWV baseline may well be a “moving target” between now and 2007. Thus, both Requirements and PM, Transportation, will need CoTs to examine a number of possible options. Mr. Eyrich, Dr. Akst, and Capt. Lepson indicated that the study calls for the conduct of a sensitivity analysis, which could be used to determine the effect that possible fielding/personnel changes could have upon the baseline.

- While discussing the baseline, Mr. Eyrich specifically requested guidance relative to the trailers to be used in the study. The Study Directive identifies 2 ½-ton and 5-ton trailers; however, PM, Transportation, is developing a 6.2-ton trailer for use with the MTVR. LtCol Manley indicated that the 6.2-ton trailer should be paired with the MTVR for the baseline.
- As a follow-up to the previous issue, Maj. Callahan and Mr. Chappell were concerned about the basis for the T/O and T/E used for the study. Concerns about new equipment COEs (specifically the UOC and C4I-related equipment) were cited. Further, Maj. Curatola wished to ensure that the 2015 scenario did, in fact, have a “conceptual” flavor to it. Mr. Hartway indicated that the intent is to utilize the T/Os and T/Es used in the scenarios as the starting point since they were originally intended to reflect 2007 and 2015 warfighting requirements. Dr. Akst added that adjustments to same, and to the scenarios themselves, would be approved by the SAC itself on an on-going basis, which would enable continual input into the baseline development process. Finally, Dr. Akst indicated that the baseline itself will not be “ethereal,” but will be established in terms of today’s T/Os and T/Es in addition to approved planned and programmed future changes. Mr. Hartway indicated that CoTs will need to receive COEs (from the Government) for all equipment that is anticipated to have an impact upon the four TWVs in question.
- LtCol Manley indicated that he (PM, Transportation) wishes to receive a complete copy of the electronic data/information library developed by CoTs during the conduct of this study. Dr. Akst and Mr. Eyrich stated that a large number (almost all) of the GFE documents were provided in hard copy, and that conversion to CD would impose a significant task upon CoTs that is not currently directed in the SOW. Mr. Eyrich indicated CoTs’ willingness to provide the electronic documentation requested to the greatest extent possible. LtCol Manley indicated that he would be willing to have hardcopy documents used as references in the study scanned at MCSC and made available for inclusion in the final electronic report.
- During the discussion of areas where CoTs requires additional government assistance, LtCol Manley stated his PM’s willingness to provide whatever documentation and/or support may be required. He indicated that he would enable CoTs personnel to have access to the CAPS (acquisition documentation) database and that he intends to use Mr. George Lombardo of Sverdrup Technologies Inc. as a central POC to provide CoTs with any/all required data/documentation. Mr. Hartway indicated that CoTs would update and consolidate all requests for additional data/information and submit them through the COR.
- Dr. Akst asked CoTs to discuss the use of the three scenarios in the study and was particularly interested in the amount/type of logistics/demand usage data available through each scenario’s respective VIC runs. Mr. Hartway stated that there is a paucity of logistics and TWV usage data available for the SWA Halt Scenario, since there were no logistics-related runs made during the course of the SWA Halt MAA. However, he further stated that there is a significant amount of data available on the two NEA scenarios, each of which contains 48-96 hours of logistics run data generated as a direct consequence of the consumption/demand data generated during the VIC combat runs. The periods selected for the VIC runs were anticipated to be the most stressful in terms of combat and, therefore, logistics demand requirements as well. Mr. Hartway stated that as indicated during the 1983 *Zero-Based TWV Study* conducted by CNA, TWV demand rises rapidly and peaks during the assault phase of an operation, and then tapers off rapidly—and it was precisely this portion of the two NEA scenarios that was modeled in VIC, making this data very valuable to this study. Both Dr. Akst and LtCol Manley (and others) expressed an interest in examining other

stressful areas within the MAA scenarios to further (and more thoroughly) examine overall TWV demand. Capt. Lepson indicated that it might be possible to generate VIC runs in the SWA scenario, and that it might also be possible to do additional VIC runs on other stress points within the two NEA scenarios. Mr. Hartway will fully investigate this possibility, with the assistance of Capt. Lepson and the MAA Branch. Capt. Lepson also indicated that he planned to further review the existing VIC logistics data, with the aim of consolidating it into a more readily usable format for this study.

- LtCol Manley offered to have his staff provide briefings for vehicles that are components of other systems. During this discussion, Dr. Akst raised the issue of the HIMARS, which will be mounted on the FMTV. Since the FMTV is not a Marine Corps-managed truck, it was suggested that it not be included in the study. However, any support vehicles, such as the MTVR, are to be included.
- Dr. Akst and Capt. Lepson asked Mr. Eyrich to clarify some issues in the Technical Proposal concerning IPR dates and deliverables. Specifically, they could not relate the date for IPR 4, as contained in Table 3.5 of the Technical Proposal, to the representation in Figure 3.2. Mr. Eyrich indicated that the “X” is in the column that is identified as month 10. This column spans one month beginning at month 9 and extending to month 10.
- Dr. Akst requested that Major Brown investigate establishing an account for CoTs to access the TFS website.
- Dr. Akst proposed a 1 September 2000 start date for actual study kick-off (for the purpose of study milestones and deliverables), and Mr. Eyrich indicated that he would review the study schedule and respond back to S&A Division no later than Monday, 2 October 2000.

4. At the end of the meeting, LtCol Manley provided CoTs personnel with the following documents:

- PM, Transportation, Current Tactical Transportation Fleet Capabilities Matrix
- MTVR Specifications Documentation.

5. The OTWV kick-off meeting was concluded at approximately 1055, 28 September 2000.

Record of Meeting with the Government to Discuss Document Requirements and Scenario Issues

1. The meeting was held on 17 October 2000 in the S&A Division spaces of the MCCDC Headquarters, from approximately 1345 to 1500, local time. The overall plan for the conduct of the meeting was to discuss reference (c) in detail, to include the CoTs study team’s requirements for additional logistically-oriented data pertaining to the three MAA scenarios.

2. The following key issues were discussed and/or resolved during the course of the meeting:

- Detailed discussion of reference (c). Capt Lepson indicated that most of the documents requested had already been assembled and would be turned over to the study team shortly.
- Regarding Force Structure documents required, Mr. Hartway indicated that individual T/Os and T/Es need not be provided, since CoTs personnel can access them directly over the TFS

website. What is actually required is any/all approved updates or changes to current T/Os or T/Es that will take effect during or prior to the 2007 time frame.

- Capt Lepson indicated that the study team was *not* to use any data, statements, or information from the *1999 FSPG Study Final Report*, due to the contentious nature of the results.
- Capt Lepson indicated that he would attempt to locate a TM 2000-15 with a more recent date than 1994.
- Capt Lepson indicated that the final three MAAs requested by CoTs (LHA(R), Operations Reach, and Rapid Response) are probably not essential to the study effort, even though the Government originally cited all of them as probable source material in the SOW.
- The study team's use of logistics planning factors was discussed. Mr. Hartway and Mr. McCormick indicated concern about Dr. Akst's edict during the kick-off meeting that logistics planning factors should not be used when figuring the tactical lift requirement. This concern arises from the fact that all future-oriented, scenario-based studies of this type must resort to planning factors at one point or another – to include the MAA studies themselves. Capt Lepson indicated that he felt we had misconstrued Dr. Akst's comments and that properly validated planning factors – properly vetted with the Government – would be perfectly acceptable. Capt Lepson further indicated that he would discuss the issue with Dr. Akst for final confirmation.
- Mr. Hartway and Mr. McCormick provided Capt Lepson with the key points from the morning's discussion with Des Flanigan.
- By Title 10, the U.S. Army serves as the executive agent for long-haul logistics during a land-based campaign. During a sustained land operations effort in SWA (i.e., SWA Halt), the Army would deliver sustainment/supplies (less Class IX) directly to the Marine Corps' senior CSS agency – the FSSG, in the case of a MEF.
- Mr. Flanigan indicated that supply buildup in the SWA scenario for the counter-offensive phase takes place concurrently with the Halt phase. This could mean that vehicles will be needed to support both the Halt resupply effort and the counter-offensive buildup effort at the same time. Mr. Hartway asked Capt Lepson if the SWA Halt MAA took this into account; he said that it did not.
- The MEF initially brings 15 days of supply with it; whenever that level of supply runs out, the Army subsequently takes over the long-haul resupply requirement.
- The Army delivers supplies required by the ACE directly to land-based airfield/EAF ASPs. This normally excludes Class V(W) ammunition required by the ACE, as well as Class IX repair parts.
- Mr. Flanigan walked Mr. Hartway and Mr. McCormick through Appendix M for the *MRS-05 Study*, titled "Intra-Theater (Logistics) Analysis." This document provides the overall scenario CONOPS and its associated logistical concept. Mr. Hartway indicated to Capt Lepson that he might wish to contact the Joint Staff (J-4) to see if he could get a copy of this appendix for use with the OTWV study. Mr. McCormick provided Capt Lepson with a J-4 POC and phone number.
- Discussed consumption factors. Mr. Flanigan had indicated that MAGTF II LOG AIS was the source of USMC logistic planning factors for MRS-05.
- Mr. Hartway and Mr. McCormick indicated that the study team was in need of additional logistical information for each scenario, as well as the detailed T/O and T/E data used for the scenarios. Capt Lepson indicated that he and Capt Widdowson had developed a spreadsheet that provided the complete initial lay-down and time-phased positions for all participating

units in each of the three MAA studies. This was done to benefit both the LVSR AoA and the OTWV Study. This spreadsheet will be provided to the CoTs study team as soon as practicable. Mr. Hartway reiterated that the intent is to utilize the T/Os and T/Es used in the scenarios as the starting point since they were originally intended to reflect 2007 and 2015 warfighting requirements, and vet them against proposed approved changes to current T/Os and T/Es.

- Capt Lepson stated that his original hope to be able to make additional VIC runs may not come to pass unless the data needed already exists in the model, because the MAA Branch does not have the time or manpower to prepare and input additional data into the model. In order to make new VIC runs, the study team would have to assemble the necessary data on its own, and then the MAA Branch would run the model.
3. Subject meeting was concluded at approximately 1500, 17 October 2000.

Meeting with the Government to Discuss SWA Halt Logistics Requirements and MRS-05 Capabilities/Limitations

1. The meeting was held on 17 October 2000 in the OSD SAC Division spaces located at 1401 Wilson Blvd., Rosslyn, VA, from approximately 1005 until 1135, local time. The overall plan for the conduct of the meeting was to discuss references (b) and (c) in detail, and to gain an appreciation for the capabilities and limitations of MRS-05.

2. The following key issues were discussed and/or resolved during the course of the meeting:

- Mr. Flanigan stated that by Title 10, the U.S. Army serves as the executive agent for theater-level long-haul logistics during a land-based campaign. During a sustained land operations (SLO) effort in SWA (i.e., SWA Halt), the Army would deliver sustainment/supplies (less Class IX) directly to the Marine Corps' senior CSS agency – the FSSG, in the case of a MEF.
- Mr. Flanigan indicated that supply buildup in the SWA scenario for the counter-offensive phase takes place concurrently with the Halt phase. This could mean that vehicles will be needed to support both the Halt resupply effort and the counter-offensive buildup effort at the same time.
- The MEF initially brings 15 + 45 days of supply with it; whenever that level of supply runs out, the Army subsequently takes over the long-haul resupply requirement.
- The Army delivers supplies required by the ACE directly to land-based airfield/EAF ASPs. This normally excludes Class V(W) ammunition required by the ACE, as well as Class IX repair parts.
- Mr. Flanigan walked Mr. Hartway and Mr. McCormick through Appendix M for the *MRS-05 Study*, titled "Intra-Theater (Logistics) Analysis." This document provides the overall scenario CONOPS and its associated logistical concept. Mr. Hartway asked Mr. Flanigan if he could provide the study team with a copy of the appendix, but Mr. Flanigan indicated that he had been instructed not to do so since the study was not yet finalized and approved. He offered that the Marine Corps could easily obtain a copy of the entire document by contacting OSD J-4. Mr. Flanigan stated that the J-4 POC would be LtCol Ed Weinberg, USA, at (703) 695-9219.

- Mr. Flanigan indicated that the use of planning factors is likely to prove relatively essential to this effort. He discussed a number of generic logistic planning factor sources and indicated that MAGTF II LOG AIS was the source of the USMC logistic planning factors used for MRS-05.

3. Subject meeting was concluded at approximately 1135, 17 October 2000.

Meeting with Joint Staff J-8 To Discuss the Pros/Cons of MRS-BURU vs. MRS-05

1. The meeting was held on 23 October in the Joint Staff/J-8 spaces of the Pentagon, from approximately 1000 to 1130, local time. The overall plan for the conduct of the meeting was to familiarize and orient the J-8 personnel with the tenets of the OTWV study, discuss scenario issues, and then discuss the pros and cons of MRS BURU vs. MRS-05. Overall, the study team came to the conclusion that MRS-05 may very well have the logistic data needed by the team to develop sustainment requirements for the SWA Halt scenario. MRS-05 may also provide logistic details into the sustainment phases of both the SWA Halt and the 2007 NEA Amphibious Assault. The issues will be two-fold: finding a way to obtain the data and documentation (which the J-8 folks indicated should be available from J-4), and then convincing the Marine Corps to allow the team to use this data for the OTWV study. Mr. Polk agreed to contact J-4 and attempt to set up a meeting between their MRS-05 POC and the study team.

2. The following key issues were discussed during the course of the meeting, but are not discussed in detail due to classification limitations:

- a. SWA Halt & 1003-98 Scenarios.
- b. New IPS Scenarios for SWA. Both politically sensitive -- IPS case A and case B.
- c. DAWMS – Deep Attack Weapons Mix Study (Lineage).
- d. CSEEA – Close Support End to End Assessment (Lineage).
- e. E-List – Developed by Transportation Engineering Agency (TEA), MTMC.
- f. MIDAS Model – Developed by J-4.
- g. Assumptions are well documented in MRS-05.
- h. J-4 contact: Capt(S) Chris Hase, (703) 695-9212, DSN: 225-9212.
- i. TEA contact: Russell Atkinson.

3. Subject meeting was concluded at approximately 1130, 23 October 2000.

Sustainment Planning Factors

Mr. Gordon Hartway and Mr. Mike McCormick met with SSGT Raymond Thomas, Assistant Project Officer, Joint Forces Requirements Generator (JFRG) II, MARCORSYSCOM C4ISR on 25 October 2000. Mr. Hartway gave him a thumbnail sketch of the OTWV study so that he would better understand our need for sustainment planning factors.

SSGT Thomas indicated that the sustainment requirements calculator imbedded in MAGTF II was not being used because the factors had been determined to be incorrect. As a result, a contract is in the mill for developing a Stand-alone Sustainment Computation System prototype.

There does exist, however, a logistics factors file study that was accomplished in 1995. It provides detailed planning factors and algorithms for all classes of supply. SSGT Thomas stated that this study had been coordinated throughout the Marine Corps to determine if the planning factor algorithms were viable, and to his knowledge the study was accepted and was “signed off on” overall. SSGT Thomas indicated that he would provide us with a copy as soon as he could find one.

SSGT Thomas worked as a MAGTF planner at I&L prior to his current tour of duty and was reasonably well acquainted with the tenets of MRS-05. He expressed reservations about the veracity and viability of MRS-05, especially since the planning factors used were based upon MAGTF II LOG AIS data. He was also quick to point out that he was rather inexperienced at the time, so his perceptions may not completely capture the full scope and relevance of the study.

He also indicated that the current MAGTF II Logistics Planner at HQMC/I&L (LPO-3) is SSGT Schnackenberg. The USMC POC for MRS-05 is LtCol Steve Morgan, HQMC/I&L, at 703-695-8869.

FONCON Between Mr. Michael McCormick, CoTs, and Mr. John Huber, DAODCSOPS, Force Deployability Logistics (DAMO-FDL), 30 October 2000

In a telephone conversation with Mr. John Huber, Senior Logistics Analyst, GM-14, Mr. McCormick asked him about the status of the 1998 Tactical Wheeled Vehicle Study (Army) of which he was the sponsor. He indicated that the study had never been approved and to the best of his knowledge had been filed in the TRADOC Analysis Center. Now that the Army is being reorganized, he felt that the recommendations were OBE. Because of this, a new transportation and distribution study is being kicked off on 15 November 2000 by the Army Materiel Systems Analysis Activity. The main thrust is to further reduce the logistics footprint, to include the number of trucks.

A new Army Tactical Wheeled Vehicle Program, titled 21st Century Truck, is a dual-use industry and government program that will aim towards placing a new family of trucks in the Army by 2005-2009. An integrated concept team has been convened at TRADOC to write the MNS by the end of CY 2001 and the ORD by the end of FY 2004.

He indicated that the Army is aware of the USMC MTRV and ITV requirements. As of this point, the Army is not interested in the MTRV, but is showing some interest in the ITV, since it would be easier to load into a CH-47 than the HMMWV. If the Army decides to procure the V-22, their interest in the ITV will definitely increase.

FONCON Between Mr. Mike McCormick, CoTs, and Major King, Supply Operations Course (SOC) Instructor, Army Logistics Management College (ALMC), Fort Lee, VA, (804) 765-0248/0249, 30 October 2000

In a telephone conversation with Major King, Mr. McCormick asked him if the Logistics Estimation Worksheet (LEW) could accept vehicle-type changes and then determine how many vehicles by type would be required based on scenario-driven situations. He said that it would

accept changes in any area that was covered in the Lost and Repairs Factors Worksheet. He then asked what version of the LEW the study team had. When Mr. McCormick told him we had the 7.0a version, he was surprised since it had not been approved, as yet. He suggested downloading version 6.0 from the SOC Home Page. He also indicated that the number of trucks required for Class V cannot be computed by the LEW. The piece, weight, and cube data for ammunition has to be obtained from the OPLOG Planner.

He suggested that for assistance in the future we might first contact Major Sales, (501) 212-4615, since he (Major King) travels frequently in his duty as an instructor. He is agreeable to have us come down for a LEW orientation and model run. He does need, however, about a week's advance notice to effect the necessary coordination.

FONCON Between Mr. Mike McCormick and Major David F. Sales, Logistics Estimation Workbook (LEW) Developer, Arkansas National Guard, (501) 212-4615, 31 October 2000

Mr. McCormick told Major Sales that he had received an electronic copy of the LEW from the Marine Corps to assist us in the OTWV study. He indicated that he had transmitted a copy to Mr. Jack B. Harrington, MCCDC Requirements, per his request.

Mr. McCormick asked Major Sales if the Factors Worksheet would accept USMC vehicles with characteristics and USMC sustainment factors could be substituted so as to determine how many vehicles by type would be required based on scenario-driven situations. He said that it would accept changes in any area that was covered in the Lost and Repairs Factors Worksheet. He did state that the number of trucks required for Class V cannot be computed by the LEW. The piece, weight, and cube data for ammunition has to be obtained from the OPLOG Planner. He recommended that the Factors Worksheet be saved as a separate file to facilitate practicing with it. He also said that it had to be "unprotected" before any changes could be made to it. He is agreeable for us to call him if we have any further questions.

Logistics and Sustainment Planning Factors

The meeting was held on 7 November 2000 in the Joint Plans/War Reserve Office, I&L, HQMC. The purpose of the meeting was to ascertain where and how to obtain most current and valid logistics and sustainment planning factors. Mrs. Blevins indicated that the most recent factors can be found in the sustainment reference tables in the Master Data Library (MDL) and in the Logistic Management Information System (LMIS). The data is considered valid and represents the most current data that has been input by the Marine Corps. Major McGuinness stated that for us to get electronic access to MDL and LMIS we would need to load a *Host-on-Demand Emulator* to our PCs. Regardless, Major McGuinness further indicated that it probably does not matter whether or not we use the latest and greatest factors, so long as we document which factors were used. This will enable the Marine Corps to appropriately adjust the findings of the study when newer, more accurate planning factors replace the older ones. At this point, as long as the factors chosen come from a reasonable source, they should not adversely affect our study.

LtCol Campbell and Mr. Phil Churchill, a contractor working with C4IIS/MARCORSYSCOM, are the POCs for gaining access to MDL. Maj. McGuinness indicated that they have already

given an MDL export file to MKI for a recently initiated study intended to develop new/updated replacement planning factors. The planning factors eventually developed through the LFF and this new study are to be input into DISA in the future, for use in JOPES. Mrs. Blevins indicated that these factors would probably be built on an overall pounds/man basis, from Class I through Class IX (Note: this sounds very similar to the factors found in the 1998 Tactical Lift Study, thus we should compare/contrast these factors to see if there are similarities.).

Mrs. Blevins also indicated that Logicon has just started a study on Combat Action Replacement Factors (CARF) that may be of interest to us. That study will be using VIC data from several scenarios, but she was unsure as to which scenarios they were using. Maj. McGuire is the COR for that study as well, so we will contact him to discuss this issue, as well as the MDL export issued mentioned above.

MRS-05 Logistics and Sustainment Issues

The meeting was held on 16 November 2000 at LPO-3, I&L, HQMC. The purpose of the meeting was to discuss the MRS-05 issues--primarily logistics data and sustainment for Marine Corps units in SWA--and to ascertain if we could obtain valid sustainment planning factors and/or scenario data from the study. Maj Osborne stated that he felt that MRS-05 would give us only limited utility since it is a relatively high-level study that only covers up to the SWA counter-attack phase. The focus is primarily on strategic lift requirements to ensure TPFDD'd units are in place in time to conduct combat operations. We asked him if the study could provide detailed scenario/CONOPs information, and he stated that force structure and warfighting issues were only considered to the extent that they affected strategic lift requirements. He thought that the TACWAR model could possibly provide better CONOPs/scenario data (again, this is a J-8 product). He also indicated that we might want to talk to MARFORPAC G-4, as they probably have the most up-to-date information regarding logistic requirements for the OPLANs this study replicates (NEA & SWA).

Key logistic points on MRS-05:

- No MTVR
- No AAV
- Only one squadron of MV-22s.

Major Osborne indicated that MRS-05 information/data could not be released until all Services had signed off. He anticipated that dissemination would occur when the study is sent to Congress on/about 1 December 2000.

Casualty Rates

The meeting was held on 4 December 2000 in the office of Manpower Plans and Mobilization, M&RA, HQMC. The purpose of the meeting was to obtain casualty rates for each of the three scenarios, so as to derive a casualty lift requirement. Both Maj. Waugh and Dr. Danner immediately stated that they did not think that casualty lift requirements would be a factor in our study, since the evacuation of casualties and the delivery of replacement personnel are not

scheduled/planned movements, but take place solely through opportune lift. Mr. Hartway stated that casualty numbers might, however, indirectly affect lift requirements through such things as reduced demand for rations and water. Both Waugh and Danner agreed.

As such, Mr. McCormick asked both gentlemen to lay out the current thinking regarding casualty numbers. They indicated that, for planning purposes, the combat casualty *rate* ranges between 0 and 17 personnel per thousand per day. Low-intensity conflict has no factor, since current thinking finds that an expectation of sustaining *any* casualties in a MOOTW/OEO/LIC environment is politically unacceptable. However, the casualty rate planning factor for mid-intensity conflict is typically set at 10 casualties per 1,000 personnel per day (or .01%). For high-intensity conflict, the casualty rate is established at 17 casualties per 1,000 personnel per day (or .017%).

Major Waugh cautioned that the use of casualty rates alone can, in some cases, cause a planner to reach false conclusions, since the rates themselves are not a complete measure of the casualty issue. Rates work adequately when applied to the force overall, but beyond that they tend to break down. The reason is that casualty rates in isolation (alone) do not take several other key factors into consideration and are in fact only one of the four pieces required to determine a casualty *estimate*. In addition to the casualty rate, the other elements required to attain an accurate casualty estimate include the unit population affected, the time frame, and the details and type of scenario. Dr. Danner indicated that the actual application and interleaving of these four factors to achieve a reliable and meaningful result is a subjective, difficult undertaking at best and has been the subject of a fair amount of controversy.

Dr. Danner indicated that he is currently serving as a consultant for a new study effort to update an outdated (and de-legitimized) Marine Corps casualty estimate study (he was involved in the original study, as well.). He also indicated that said study would not be completed within the expected period of performance for the OTWV study. Consequently, he recommended that we use the standard casualty rates stated above for the OTWV study, as those rates should be adequate for our high-level (macro-level) requirements.

FONCON with Mr. Robert Miller, Force Development Division, Directorate of Combat Developments, Combat Service Support, U.S. Army Combined Arms Support Command (CASCOS), Ft. Lee, VA, 7 December 2000, with Mike McCormick

Mr. Robert Miller informed Mr. McCormick that the OPLOG Planner is an automated, updated version of the U.S. Army's FM 101-10-1/2. The OPLOG Planner is an MS DOS program from which information is extracted for use in LEW that is used in the CASCOS schoolhouse. The current version of the OPLOG Planner expires and data requires review and certification by 31 December 2000. An update is unlikely since Mr. Miller is being reassigned to the Defense Commissary Activity effective 1 January 2001, and no replacement has been identified. The OPLOG Planner and the LEW presently do not have the capability to include any equipment, supplies, personnel (MOS and grade), and organizations other than U.S. Army. However, Mr. Miller indicated that the OPLOG Planner is the best the Army has today.

FONCON with LCDR Tom Dacorta, USN, Medical Requirements Officer, MCCDC, (703) 784-6601, and Mike McCormick, 28 December 2000

Mr. McCormick explained the scope of the OTWVS to LCDR Dacorta and indicated that Capt Lepson recommended we coordinate with him (Dacorta) concerning medical resupply requirements and casualty evacuation. He ascertained that Marine Battalion Aid Stations do have ambulances, a HMMWV variant. It is presently being planned that each MARDIV will receive 96 Internally Transported Vehicles-Ambulance (ITV-A). The ITV-A is dedicated for evacuation of casualties to the rear. LCDR Dacorta confirmed that casualties should not be considered as part of the lift requirement since casualties will be evacuated using ambulances and opportune lift.

TWV Lift Requirement for the MAW

The meeting was held on 5 January 2001 at ASL, DCSA, HQMC, Pentagon. The purpose of the meeting was to identify a source that would provide the overall TWV lift requirement for Class V(A) for each given scenario. LtCol Malson presented the requirement in a desk-side briefing that laid out the concept of distribution, the organizations and equipment that would support it, time/distance considerations, personnel concerns, and a TWV support matrix for a MEB. For planning purposes, the TWV lift requirement for Class V(A) for a MEF is three times the bold numbers indicated below.

The TWV lift requirement for Class (V)A for a MEB for 30 days is 390 ISO containers requiring lift from a MPSRON from the Sea Port of Debarkation (SPOD) to the Air Port of Debarkation (APOD) and/or Ammunition Supply Point (ASP). This will be accomplished by utilizing the following types and numbers of trailers: **390** Trailer Container Haulers, MK14, or **195** Semi-trailers Lowbed, M870/M870A1. Once the ammunition is downloaded from the containers, a total of **1,599** A/M32K-4A Rough Terrain Trailer lifts are needed to move the ammunition to the aircraft site. This is accomplished by TWVs with air brake connections normally pulling two trailers at a time. Currently, the prime mover for the A/M32K-4A trailers is the 5-ton truck. The ASL representatives requested that within the study effort we consider the possibility of modifying the HMMWV or ITV with air brake system so that these vehicles could be used to move munitions in addition to the 5-ton truck.

The lift requirement for the FOB/FARP is accomplished by the MWSS, FSSG, or air delivery depending on time/distance and/or the tactical situation.

LtCol Malson indicated that the aviation ordnance TWV lift requirement can be accomplished with the combined current FSSG and MWSS assets without delay assuming the GCE is not moving.

Study Update

Mr. Eyrich met with LtCol Manley on 24 January 2001 at his office. The purpose of the meeting was to update LtCol Manley (and his deputy) on the current activities, review Interim Report 1, and discuss the overall status of the OTWV study. Mr. Eyrich met with Captain Lepson on 26

January 2001 to discuss comments provided by LtCol Platt to Captain Lepson concerning Interim Report 1.

FONCON with GySgt Gestwicki, HQMC, ASL (703) 614-1835 and Mike McCormick of the OTWV Study Team, Subject: Clarification of Breakout of 20mm and 25mm GAU-12 Ammunition on 29 January 2001

In the matrix, 20mm and 25mm GAU-12 were indicated as not being a significant quantity of ammunition requiring lift. Also, it could not be determined how much 20mm was linked or unlinked. Mr. McCormick contacted HQMC, ASL, and discussed this with GySgt Gestwicki who researched the issue and provided the following information. 20mm ammo linked is for Cobras, 20mm bulk (loose) is for F-18s, and 25mm GAU-12 is for Harriers. The number of Class V(A) containers, ISO 8 x 8 x 20, for an MPSRON is 2 for 20mm linked, 1 for 20mm bulk, and 6 for 25mm GAU-12.

Study Status Review

Mr. Eyrich, Mr. Hartway, Mr. McCormick, and Mr. Cathey met with Captains Lepson and Widdowson on 30 January 2001 to review the study status. The purpose of the meeting was to review study efforts to date in preparation for the IPR scheduled for 2 February 2001. Topics discussed included an overview of the scenarios, MOEs and MOPs, cube/square/weight issues, and the planned approach for the study team's presentation of the written report at the IPR. The scenarios were briefed and various aspects of the study effort with an emphasis on methodology were reviewed.

ACE Tactical Lift Requirement (Surface)

This meeting took place at HQMC, ASL, MWSG (703) 614-1133 on 13 February 2001. LtCol Tabbert indicated that most ACE equipment in MPS is driveable, towable, or loaded in mobile facilities that are configured as ISO 8 x 8 x 20 containers. The mobile facilities are also known as White Gear and are part of the Unit Basic Allowance (UBA) procured with blue dollars. The mobile facilities can be lifted off the ship with ship's gear or pierside container cranes. They are towed from pierside to the airfields or staging areas with attached mobilizers providing the wheel and tire capability. At final destination (site), the mobilizers are removed so they can be used to move other mobile facilities.

Mr. McCormick asked if he could be provided with the number of mobile facilities and their weight to ascertain the blue dollar lift requirement for the ACE. Major Callahan indicated that he would ask Major Ballard to provide that information when he returns from TAD. (That information was provided on 20 February 2001.)

Concerning the fuel and water lift requirement, maximum use will be made of in-place facilities, i.e., tank farms and water points on secure air bases such as Pohang in Korea and Shaikh Isa and Bahrain International. Further fuel distribution will be accomplished with the Tactical Airfield Fuel Distribution System (TAFDS), Helicopter Emergency Refueling System (HERS), and FSSG surface transportation assets. Water is available for wholesale and retail distribution from

the Reverse Osmosis Water Purification Units (ROWPUs) and onward movement via FSSG surface transportation assets and organic M149 water bulls.

GAMS Meeting

Mr. Eyrich, Mr. Cathey, Mr. Harbin, and Captain Lepson met with Mr. Alex Burres of the Georgetown GAMS office on 21 February 2001. The purpose of the meeting was to investigate the possibility of using GAMS as the modeling tool for the study effort.

SME Meeting

Mr. Eyrich, Mr. Hartway, Mr. McCormick, Mr. Cathey, and Mr. Harbin met with Major Curatola and Major Brooks of Requirements Division, and Captain Lepson, Studies and Analysis Division, MCCDC, on 28 February 2001 to validate various factors for use in the proposed simulation. Topics covered included review of the consumption rate vs. type operation (mapping activity levels to an appropriate consumption level); review of TWV load tables; review of vehicle/PAX tables; review of potential LVS configurations; review of study team recommendations concerning SOP for convoy use within the scenarios; discussions on how resupply of artillery, tank, AAV, and LAR units is conducted; discussions on how the resupply traffic is handled between the CSSA and the MCSSD, to include SOP for handling ISO containers to and/or through the CSSA to the MCSSD; policy for daily vehicle use (16 hours of operation per day and return to point of departure); vehicle load and unload times; and a general discussion regarding how vehicles assigned to the division truck company and the TSB are used.

2d IPR for the OTWVS

Reference: SOW for the *Overarching Tactical Wheeled Vehicle Study*, 17 July 2000.

The 2d IPR was conducted on 6 March 2001 in Room 204, Sverdrup Technology, Inc., Dumfries, VA. Participants are indicated at the end of this report. The reference established the IPR schedule for the *Overarching Tactical Wheeled Vehicle Study*. The second IPR covered the OTWV Study Interim Report #2. The IPR was the study team's opportunity to brief the SAC on the study effort to date, while also giving the SAC an opportunity to provide comments to the study team on the Interim Report. Key points discussed during the conduct of the IPR were:

- Dr. George Akst commented that the conduct of the OTWV study seems to be behind in terms of task 3 accomplishment, in that no methodology or model has been established to actually evaluate the TWV baseline, and therefore the baseline itself has not yet been evaluated. Dr. Akst's observation is correct. Per the study team's Technical Proposal (Para 2.3.3), and Sections 3 and 4 of the first interim OTWV Study Report, the study team plans to conduct the detailed analysis and evaluation of the TWV baseline during the conduct of Task 5 (Analysis of Tactical Wheeled Vehicle Mixes), and will submit the results to the Government in Interim Report #3.
- Dr. Akst requested that the study team prepare a very detailed POA&M regarding all required actions and activities for the next 5-7 weeks. Mr. Eyrich indicated that the study team shall comply as rapidly as possible.

- LtCol Platt and LtCol Manley both indicated that it would be necessary to brief the status of this study to key general officers, specifically Generals McKissock, Lee, McCarthy, and Feigley. The SAC determined that it would be most appropriate to conduct this brief (or briefs) after the study team had completed the development of the alternative vehicle mixes, which is scheduled to be presented at the next IPR in mid to late April. It was therefore determined by the SAC that the briefing should take place after the next IPR – probably in late April. The study team shall be prepared to comply.
- LtCol Larry Platt, LtCol Tom Manley, and LtCol Tom Carmody all indicated that the timing for completion of this study is critically important. Study results are required no later than July 2001 to enable the Marine Corps to use them in the development of the upcoming POM. The study team concurs, and intends to comply with this requirement.
- There was considerable discussion from many of the SAC members regarding the availability of host nation support. The assumption that there will not be host nation support appears to be embraced by the Marine Corps’ senior leadership, per LtCol Manley’s reference to MGen Lee’s recent comments to that effect. Again, the study team has assumed that no host nation support will be available based upon the study directive assumptions.
- In the methodology slide that discussed general-purpose vehicles, LtCol Manley and LtCol Platt both noted that, under the mobility column, the study team should not only add vehicles as required, but should also subtract them when the study team’s analysis deems it appropriate. The study team will correct this point in the brief, and will conduct this portion of the analysis, as directed above.
- LtCol Manley asked the study team to discuss the EXTEND model, and Dr. Akst and Capt Lepson both indicated concern regarding whether EXTEND and/or TLoaDS are really “ready for prime time.” Mr. Eyrich indicated that the EXTEND simulation tool does, in fact, have the capability to serve as the model for this analysis. Further, EXTEND version 5.0 (which CoTs currently holds) contains an optimization tool, whereas previous versions do not. Dr. Akst agreed that with the optimization tool, EXTEND should be able to accomplish the modeling effort. On the other hand, the SAC concurs that TLoaDS cannot be used (as it currently stands) for this study. As such, the study team will only use TLoaDS as a point of departure, extracting any relevant data/information for use with other media. The study team will request a meeting with S&A Division representatives no later than 10 working days from this IPR, to discuss the design specifics of the model. The purpose of that meeting will be to ensure that the model developed will meet the Government’s needs/requirements for this study.
- LtCol Manley asked the study team to determine who the “TLoaDS Boss” is, and then provide him with that information. The study team will research this question and provide PM, Transportation with a response as quickly as possible.
- During the discussion of the dynamic analysis through EXTEND, Dr. Akst questioned the study team as to when we would do the down-select regarding which optimization criteria would be used. Mr. Eyrich indicated that it was his intention to ask the SAC to debate this issue during this IPR, and then ask them to provide the study team with appropriate guidance. Of the seven possible choices, the SAC

indicated that there would be two optimization criteria utilized for this study: first, minimization of cost, and second, minimization of strategic footprint. It should be noted that this will result in two possible optimal fleets for each scenario, and in all cases the vehicle mixes will be built to meet the determined lift requirement. Dr. Akst further indicated that all other criteria would be subsumed by these two, and stated that robust objective functions would be required for each. The study team has subsequently conceived possible objective functions for cost (tentatively including such factors as procurement costs – possibly modified by a learning curve – and other cost drivers such as personnel, fuel consumption, and maintenance) and strategic footprint (tentatively including a factor for vehicle square footage). A point paper will be developed by the study team (and submitted to the Government for approval) that will lay out each objective function in detail.

- LtCol Manley indicated that the study team should examine ways to “neck down” the LVS variants for use in this study. LtCol Platt and study team representatives indicated that the best plan would be to pursue LVSR option 3. Barring any concerns or need for additional debate on this issue, the study team plans to move forward using LVSR option 3.
- Ms. Sally Amberger expressed concern regarding supportability problems that could be incurred if certain minimum quantities are not maintained for individual vehicle types within each alternative vehicle mix. LtCol Manley indicated that the focus should be primarily on what each vehicle type will need to do/how it would support the needs for each scenario. Further, Capt Lepson indicated that this was not really a part of the study, and at most might be captured in part in the cost or sensitivity analysis portion of the study.
- LtCol Carmody questioned whether or not the study would take the use of flat racks versus vehicle-mounted fuel bladders into account. LtCol Platt stated that since the flat racks will not be in the system in 2007, they will not be considered. As stated in the kick-off meeting, the study team will focus upon systems and equipment that are known or expected to be available in the 2007 time frame.
- Mr. John Munn questioned the study team’s intent to use doctrinal convoy speeds in the analysis, indicating that the newer systems were capable of much faster speeds. LtCol Platt stated that he preferred to stick with the doctrinal figures for this study. He stated that as long as the source documents used were appropriately referenced, the Marine Corps could go back into the model later and adjust the speeds, as required. Dr. Akst also indicated that increased convoy speeds could also be entered after the fact in the sensitivity analysis, which in all likelihood would produce a percentage decrease adjustment to the final AO attained through the primary analysis. To comply with this requirement, the study team will develop a separate appendix to fully list the doctrinal convoy speeds used, and the appropriate source for each. The study team will also deal with this issue during the conduct of the sensitivity analysis.
- Mr. Mike Gallagher questioned the need to limit night administrative convoy speeds to 15 mph, given that they would probably be able to travel with their headlights on. The SAC concurred. The study team will revisit this issue through appropriate doctrine and SME sources to determine the most appropriate administrative night convoy speed.

- A question was asked regarding how MHE quantities and availability would be handled in the study. Mr. Eyrich indicated that, in order to keep the model simple, the study team was going to assume the availability of adequate MHE, per location, to meet mission requirements. MHE quantities used, however, will be adjusted in accordance with known availability factors.
- Mr. John Munn validated and stated approval for the study team's intention to use a vehicle operational day factor of 16 hours per day, based upon his vehicle testing and experience in support of PM, Transportation. LtCol Manley, and subsequently the SAC, concurred with Mr. Munn.
- LtCol Manley again identified (as in IPR #1) the requirement to transport and "warehouse" NBC gear and water in TWVs for the decontamination of units/vehicles in an NBC environment. Guidance from the SAC was to consider this as a lift requirement. Consequently, the study team intends to include this lift requirement in the analysis as an excursion, and will meet with the study sponsors as soon as practicable to begin firming up their requirements for this excursion.
- During the discussion of operational assumptions for warehousing, Capt Lepson pointed out that there would also be a demand-pull (on-call) requirement at the MCSSD and tactical-unit levels for one day's worth of supply Classes II, IV, VI, VII, VIII, and IX. The study team will revise the appropriate slide to reflect this fact, and intends to include this lift requirement data in the model.
- LtCol Carmody had concerns about the study team's plan for dealing with planning factors. In response, the study team explained that the matrix developed was intended to combine CARF, ammunition, and fuel planning factors and map them to a total of eight different activity/battle levels that individually reflect varying levels of consumption for all classes of supply. Consequently, the planning factor matrix will enable the study team to apply more precise consumption planning factors to each unit/node for each period of activity, within each scenario. This will ensure that the resupply lift requirements indicated for each unit/node are in line with what they would actually consume while engaged in a particular activity. LtCol Carmody concurred.
- On the Baseline Equipment Notional MEF slide, LtCol Platt directed the study team to remove the note at the bottom of the slide that refers to "reductions in HMMWVs." The study team shall comply.
- Ms. Amberger asked if ISO container "mobilizers" were going to be used/considered in this study. LtCol Manley indicated that while such items are a valuable commodity, they are owned exclusively by ACE units and were purchased with blue dollars to move blue-dollar equipment. As a consequence, he indicated that the mobilizers would not be a part of this study.
- During the discussion of baseline notional MEF equipment, several SAC members indicated that they desired the study team to consider a capability to load an increased numbers of ISO containers on the extra-long wheelbase (XLWB) MTVR, and on a 20' MTVR-pulled trailer (requirement has not been specifically defined). For the XLWB MTVR, the study team will capture this capability through the planned conduct of the alternative vehicle mixes for each scenario. Regarding the possible 20' ISO-capable trailer, the study team intends to capture this capability through an excursion to the optimal fleet vehicle mix(es) for each scenario. The study team will

meet with the study sponsors as soon as practicable to begin firming up their requirements for this excursion.

- Mr. Gallagher questioned the study team's use of MOPs for the study, stating that he thought that MOPs were supposed to relate to individual system performance characteristics. The study team explained that, in this case, the MOPs referred to the characteristics not of one system, but of each entire alternative vehicle mix. To minimize confusion during the briefing to the general officers in late April, the study team has been directed to delete the MOP slide and will comply.
- LtCol Manley indicated that he would like the study team to develop a set of detailed instructions for the MEFs that would ask them to identify their actual TWV needs and requirements, as anticipated for the 2007 time frame. The key would be to gain the warfighter's perspective on this issue, especially concerning any special and/or unanticipated needs they may be concerned about.
- LtCol Manley again indicated that he would like a member of the study team to attend the 9-11 April 2001 Transportation Conference, to be conducted at Camp Pendleton, CA. He suggested that the team representative would brief the study to the conference and then attend working sessions and discussions with the attendees. Mr. Eyrich indicated that such a trip is feasible, and that one member of the study team would make the trip. Further, the study team plans to submit the instructions to the MEF well prior to this conference (discussed above), so MEF conference attendees will have time to review the document and prepare to provide inputs back to the team representative during the conference.
- LtCol Manley indicated that he would like to conduct the next IPR via VTC, to afford the MARFORs and MEFs a better opportunity to participate in the process. For the final IPR, he indicated that he currently planned to provide the necessary funding to enable all appropriate FMF representatives to attend, in person.

Participants were:

LtCol Thomas Manley II, MARCORSYSCOM, PM Transportation
LtCol Lawrence Platt, Jr., Requirements Division (CSS), MCCDC
LtCol Tom Carmody, HQMC, I&L (L-3)
Dr. George Akst, Studies and Analysis Division, MCCDC
Maj Charles Brown, Studies and Analysis Division, MCCDC
Capt Michael Lepson, Studies and Analysis Division, MCCDC
CWO4 N. Kilgore, HQMC, I&L (LPC-1)
Ms. Sally Amberger, HQMC, I&L (LPC-1)
Mr. Mike Gallagher, MARCORSYSCOM, PM Transportation Office
Mr. Jim Solomon, Sverdrup
Mr. John Munn, Sverdrup
Mr. George Lombardo, Sverdrup
Mr. Norv Eyrich, Study Team
Mr. Gordon Hartway, Study Team
Mr. Mike McCormick, Study Team
Mr. Fred Harbin, Study Team
Mr. Michael Cathey, Study Team.

MCSSD Operations

Mr. Eyrich and Mr. Cathey met with Majors Curatola and Brooks on 8 March 2001 to discuss the issue of transferring bulk liquids and artillery ammunition through the MCSSDs.

FONCON with Major Jerry Holm, HQMC, ASL, (703) 614-2742 and Captain A. G. Moore (301) 757-9149 on 8 March 2001 Concerning Mobilizers for Mobile Facilities

Mr. McCormick asked Major Holm about the capabilities and distances the mobilizers were employed during an exercise or contingency. Normally, they are used to move mobile facilities on the airfield or for short distances, 5-10 miles, on hard surfaces, for example, port to airbase. For longer distances or over rough flat surfaces, the mobile facilities are moved via commercial air ride trailers. He did indicate that in the Gulf War, he witnessed weather mobile facilities moved on mobilizers being pulled by 5-ton trucks for about 50 miles. The end result was not good as most of the weather equipment had to be repaired or replaced.

When asked if he had any publications that could be downloaded or made available, he recommended that Capt A.G. Moore be contacted. Capt Moore indicated he could provide the desired information via e-mail.

Line Haul Simulation Logic

Mr. Eyrich and Mr. Cathey met with Major Widdowson, Major Maxwell, and Captain Lepson on 14 March 2001 to discuss the logic for the line haul simulation being developed to support the study effort.

Threat Development

Mr. Hartway met with Captain Takle and Mr. Pat Filoia of the Marine Corps Intelligence Activity (MCIA) on 28 March 2001 to discuss required threat and intelligence information for the 2007 NEA Extended scenario. Mr. Hartway met again on 4 April 2001 with Mr. Pat Filoia of MCIA to review the NEA threat analysis developed to support the study scenario development effort.

LVSr Discussion

Mr. Eyrich and Mr. Harbin met with Major Curatola on 6 April 2001 to discuss the distribution problems associated with the LVSr. Mr. Eyrich agreed to provide recommended fixes to Major Curatola for approval or revision. During the conduct of this meeting, the study team agreed to provide the same type recommendations for the MTRV to Major Brooks.

Determination of the NBC Lift Requirement for the OTWV Study

This meeting was conducted on 30 April 2001 at the MCCDC NBC Requirements Office, CSS Branch, Requirements Division, MCCDC. Mr. Keith Bradfield, NBC Requirements Analyst, CSS Branch, MCCDC, (703) 784-6210 was asked to review the NBC Equipment Dimensional Data Matrix. He scrubbed the list and provided an electronic copy of the NBC Planner to assist in determining water and decontamination supplies requirements.

Determination of the NBC Lift Requirement for the OTWV Study

The study team met with Sverdrup NBC SMEs on 2 May 2001 at Sverdrup Technology Inc., 234 South Fraley Blvd, Suite 204, Dumfries, VA 22026 to try to gain a better understanding of the transportation resources required when operating in an NBC environment. Participants from Sverdrup were Mr. George “B12” Biedenbender, Program Analyst, (703) 445-1616, ext. 107 and Mr. Daniel D. Corte-Real, Senior Logistics Analyst, (703) 445-1616, ext. 128.

The approach was to define the requirement in six components as indicated in the table below.

	Individual Unit	NBC Decon Teams	CSSE
T/E equipment & supplies	Unit equip. & supplies (note many of the decontamination supplies are “as required”)	Decon equip. & supplies	Replenishment of equip. & supplies
Decontamination	Additional lift requirements for decon such as water	Additional lift requirements for decon such as water	Additional lift requirements for decon such as water

The study team explained that it had a good handle on the unit T/E equipment with the exception of some “as required” items given our earlier efforts and assistance from Mr. Keith Bradfield. It did not have a good handle on the requirement for the five shaded blocks of the table and needed their assistance in understanding how the Marine Corps will operate in an NBC environment and the resultant lift requirement.

Mr. Biedenbender indicated that Marine Corps NBC decontamination doctrine is contained in FM 3-5/MCWP 3-37.3, *NBC Decontamination* (date pending). Current Marine Corps decontamination doctrine is to conduct a combination of immediate and operational (hasty) decontamination in an NBC environment. This will be accomplished by the individual or crew using decontamination apparatuses with DS2, which is a ready-to-use decontaminant, a MOPP gear exchange, and a vehicle washdown. The intent is to reduce the amount of water required for decontamination to a minimum. In the event that a full operational decontamination has to be conducted, unit decontamination teams will be employed. On the average, ground combat battalions have four decontamination teams each, consisting of 6-8 Marines per team. The highest level of decontamination is a thorough decontamination, which is the most effective but is the most resource intensive. A MAGTF NBC platoon normally performs the thorough decontamination in the regiment or division rear area. To determine the lift requirement for the unit NBC teams and the NBC platoon, the study team was referred to the appropriate chapters in

FM 3-5/MCWP 3-37.3. Additionally, Mr. Biedenbender indicated he had a copy of a joint service fixed site (JSFXD) J5 decontamination study that he would lend to the study team. (This study was provided on 3 May 2001.) Lastly, he recommended that the study team contact CWO-4 Jim Parent at MARCORSYSCOM, (703) 784-2912 ext. 43055, and tap into his field experience.

Concerning NBC suits, gloves, and booties, of the two sets authorized for each Marine in each unit, one set will be issued and the second set will be maintained in the unit trains. Sustainment shipments in the MPF would be shipped to the CSSA as the NBC situation develops to ensure that all units would have ready access to them.

The determination of water requirements is a difficult one to “get our arms around.” Mr. Keith Bradfield, MKI NBC Requirements Analyst, recommends, and provided, the NBC Planner, which will provide decontamination site expendables requirements, including water, based on the number of vehicles/equipment being decontaminated. In order to determine how many vehicles and personnel would require decontamination, he used the data contained in the Joint Chemical Rates Study (JCHEMRATES IV). For a NEA scenario the worst case exposure estimates vary from .08 to .35 depending upon the agent and type of unit. If he were going to try and estimate the expendables required to support a decontamination operation, he would go with 21% (split the difference) and plug the numbers into the NBC Planner to determine the water and expendables requirements.

The study team gave Mr. Corte-Real a copy of the NBC Equipment Dimensional Data Matrix (sent an electronic copy also) and requested that he edit as appropriate. He indicated he would and that he would assist us in any way he could.

Follow-on Meeting with Study Co-Sponsor of OTWVS

LtCol Manley invited Mr. Eyrich to meet with him at his office following the OTWV study program review conducted on 9 May 2001 at CoTs from 1415 to 1615 hours. The purpose of the meeting was to provide LtCol Manley the time to give additional insight into the PM Transportation programs. The following bullets attempt to capture the points covered in the meeting.

- LtCol Manley wants our effort to support his POM submission. The 15 July 2001 Draft Final Report cannot slip. His POM submissions will address each of the following areas:
 - Legacy Motor Transport Modifications (Safety/Readiness modifications)
 - LVS Replacement Program
 - Family of Tactical Trailers (light, medium, heavy, special)
 - HMMWV2
 - Aviation Refueler Capability (These are 3,000-gallon tankers. The M970 and associated tractors will be transferred to replace the tankers and tractors in the FSSG. The FSSG tankers and trailers will be washed out.)
 - Family of Embarkation and Distribution Systems (Formerly Containers and Flatrack Modules (Fuel, Water, etc.). Flatrack Fuel Module replaces M970s.)
 - Internally Transportable Vehicle (ITV)

- Improved Tactical Container System.
- To the extent possible, he would like us to provide support in each of these POM areas. The report structure, to the extent possible, should hit these areas. The support can be based upon the study's analytical effort or observations/insights developed during the analysis. We will need to be clear about what is based upon analysis and what is based upon insights/soft analysis.
- LtCol Manley provided photographs of a variant of the MTVR developed by OSHKOSH for the German Army. It is a "cab forward" variant with the same strategic footprint (although height is 102 inches), weight, and lift capabilities. Unlike the MTVR, the cab has ballistic protection. Photographs are available in the study team's office.
- LtCol Manley provided a glossy handout for the General Dynamics Reconnaissance, Surveillance, Targeting Vehicle (RST-V). Handout is available in the study team office.
- A hot topic within the Marine Corps (and Marine Corps general officers) is the need for a light truck. The Marine Corps has the Light Weight 155 in the pipeline. The light truck would be the prime mover for the new howitzer. The MTVR can be transported by the CH-53E, but barely. The truck would weigh less than 15,000 pounds so that it would be CH-53 transportable. Mr. Eyrich pointed out to LtCol Manley that the 2015 scenario has all resupply accomplished by air and there is still a need for warehousing some supplies. This truck may be the answer. We will need to spend some time looking at the 2015 Scenario. The study team has a glossy brochure of one candidate truck.
- LtCol Manley funded a development effort to put a diesel engine on a motorcycle for force reconnaissance. The motorcycle could also be used by MPs for MSR control. His point is that the use of a motorcycle vice a HMMWV reduces strategic footprint, cost, and fuel consumption.
- The MEFs are experimenting with ATVs, specifically the Gator. The Gator is a John Deere six-wheel ATV. The study team has a glossy brochure.
- Recovery operations are another area of interest. LtCol Manley provided a video of the SLOC vehicle that can be used for recovery. He also provided 5 other videos that will be copied onto a single tape and made available to the team. He also discussed the possibility of a need for a smaller wrecker to handle HMMWVs and ITVs.
- LtCol Manley is considering the cab forward MTVR variant as the HIMARS rocket resupply vehicle. The plan is to put MHE on the vehicle.
- The ITCH was jointly developed with Germany under his direction when he was assigned to AWT. It is a container handler system. One of the videos is about this system. The ITCH fit into a larger discussion of MHE and the need to achieve throughput. He is talking about a self-loading system for a number of vehicles. Any insights we can render here would be helpful.
- LtCol Manley is specifically interested in the tractor that goes with the M870. The current 5-ton tractor can be used with the M870 but is limited to 55,000-pound payload. The alternative is to use the MK-48 with the 5th wheel, which is not a good use of resources. The question of whether an MTVR tractor is needed was brought up.
- An extended discussion took place relative to using the MFTR for hauling ISO containers. Mr. Eyrich pointed out to LtCol Manley that an ISO container weighs 5,600 pounds leaving only 4,400 for cargo, and there are not many ISOs under 10,000 pounds. There are two means to increase the capacity: Build a lighter trailer or increase the

towing capacity of the MTRV. With a 425 HP engine, the MTRV should be able to tow more than 22,000 pounds. It may require “beefing up” the towing pintel.

- There was an extended discussion about trailers that can be towed by the MTRV. Only the 353 seems to work well because it has independent suspension. LtCol Manley would like to take the water bulls and mount them on 353s. Mr. Eyrich suggested increasing the water capacity since water is a critical area (e.g., a 600- or 1000-gallon bull).
- An extended discussion took place about bulk liquid transport. He is trying to decide if the SIXCONs should be rebuilt or replaced. Interestingly enough, the SIXCON rigid construction has saved several Marines’ lives when their truck rolled. Mr. Eyrich provided the following thoughts:
 - The SIXCON is very inefficient – a lot of weight for the rigid frame that could be traded for fuel in another design – not a good use of resources.
 - The MTRV has an incredible capability and Requirements Division is writing an MNS for a family of “Hippo” like containers now. In theory, you could haul up to 3,000 gallons of water or fuel on improved surfaces and up to 1,500 gallons cross-country. The LVSF could haul in excess of 4,500 gallons on improved surfaces and 3,300 cross-country. You can include a pump and get a lot more “bang for the buck.” You can also put them on a pallet-type system making the vehicles multi-purpose.
- We had an extended discussion about stacking vehicles. He has stacked HMMWVs five high in racks and suggested that this could be done aboard MPS. He also suggested that ITVs could be put in ISO containers and the containers stacked on deck. This again can cut into strategic footprint.

The last thing talked about is LtCol Manley’s retirement next year. He wanted to make it clear that he has not taken his pack off and will not; he is a full-time Marine and will remain so until he retires.

Telephone Interviews and E-mails with MGySgt Marco C. Jackson, II MEF NBC NCO, (910) 451-8995, Originating at Computing Technologies, Inc, 18031 Dumfries Shopping Plaza, Dumfries, VA 22026. Subject: Determination of the NBC Lift Requirement for the OTWVS

Several telephone conversations and supporting e-mails took place between 14 and 21 May 2001 concerning quantities and types of NBC equipment and supplies required for an operational decontamination. MGySgt Jackson provided a significant amount of SME information and advice that facilitated the study team pulling the NBC requirements package together. The most important piece of information was his recommending that Chapter 9, Logistics, of MCWP 3-37.3 be reviewed. This proved to be the key in determining the distribution factors to be applied to the NBC items and supplies resulting in an expeditious conversion to a unit lift requirement. Based on this coordination, two tables were developed that listed the TAMCN NBC equipment and the non-TAMCN NBC equipment and supplies that would be included in the MEF tactical wheeled vehicle lift requirement. MGySgt Jackson concurred with the listed equipment and supplies in both tables. The tables are shown below.

TAMCN	NOMENCLATURE	CE	USP	SQ. FT.	CU. FT.	POUNDS	REMARKS
A1630	Radiac Set AN/PDR56H	N	1	2.33	3.11	39	ACE and LAR Bn
B1291	Lightweight Decon System, M17	Y	1	6.5	18.018	370	In database
C2004	Alarm Chem. Agent, Auto, Portable, Manpack, M81	Y	1	4	5	45	LAR Bn has 4 ea and INTELL Bn has 1 ea
C2010	Apron, Toxological Agents	Y	10	2.7	3.15	51	per NBC Team Member
C2020	Bag, Waterproofing, Protective Mask	Y	250	0.5	1.5	50	2 per individual
C2032	Monitor, Chemical Agent	Y	1	0.68	1	6	In database
C2075	Kit, Decon, Skin M291	Y	100	1	2.88	34	1 per 20 individuals
C2080	Decon Apparatus, Portable, M11	Y	12		3	64	1 per veh/crew svd wpn/NBC Team
C2085	Decon Apparatus, Portable, M13	Y	1	0.65	1	54	In database
C2101	Detector Kit, Chem Agent, M256A1	Y	1	0.59	0.73	13	In database
C2105	Detector , Radiac, DT-236/PDR-75	N	1	0.08	0.01	11	per individual
C2110	Paper, Chem Agent Detector, M9	Y	100		10	44	1 per 10 individuals
C2130	Cover, Footwear, Chemical, Protective (Overboots)	Y	1		0.02	0.91	2 pair per individual
C2150	Gloves Set, Chemical Protective	Y	1		0.02	0.38	2 sets per individual
C2300	Suit, Chem Protective (Overgarment)	Y	1	0.25	0.51	42	per individual
C2375	Water Testing Kit, Chem Agents, M272	Y	1	0.29	0.07	7	19 in Engineer Support Battalion
C5265	Mask, Chem-Bio, Protective, CB, M40	Y	8	0.68	0.26	41	per individual
C5266	Mask, Chem-Bio, Protective, CV, M42	Y	8	0.69	0.26	41	per individual
C5268	Test Set Evaluator, Mask, Protective, M41	N	1		1	15	In database
C5269	Voice Comm AD	Y	8		0.1	0.51	1 per individual
C5825	Alarm, Chemical Agent, Sensing, Remote, M21	Y	1	6.25	12.5	104	In database
H2365	Radiac Set AN/VDR-2	Y	4	0.44	0.11	5	As required
H2369	Charger, Detector, Radiac PP4276C/PD	N	1		1	15	As required
H2370	Radiac, Indicator, Computer, CP-696/PDR-75	Y	1		0.44	24	In database
H2372	Radiac Meter, IM-143B/PD	Y	1		1	5	As required
K4265	Decon Agent, 1.3 qt. can, DS2	N	12		1.4	42	As required
K4267	Decon Agent, STB 50 lbs	Y	1		5	50	As required
K4270	Decon Agent, 5 gal drum, DS-2	N	1		1.1	45	As required
K4685	M8 Paper						Manpacked

Table C-1. TAMCN Items of NBC Equipment

TOTAL Equipment	Unit of Standard	NA	NA	NA	NA	608	334
	Pack (USP)	Cubic Feet	Weight (Pounds)	MGX	VW	Cubic Feet	Weight (Pounds)
Long handle brushes	ea	.5	3	6		3	18
Plastic sheet (100' x 40'') (TAMCN: K4720)**	roll	.6	19	12		7.2	228
30-gallon container	ea	10.5	12	3		31.5	36
3-gallon containers	ea	.6	2		6	3.6	12
Detergent, GP, liquid (TAMCN: K4275)**	5 gal. can	2.2	50		as req *		
Oil, 2 cycle	pint	.1	2		as req *		
Sponges	Box of 6 ea	.75	1	1 Box	1 Box	1.5	2
Paper towels	Box of 6 rolls	8.5	4	2 Boxes		17	8
Discard containers (plastic bags)	Box of 125 ea	1	10	3 Boxes		3	30

* See Vehicle and personnel spread sheets.

** TAMCN is for identification purposes only.

Table C-2. Equipment and Supplies Needed for a 200-Man Company-Sized Unit Operational Decontamination MOPP Gear Exchange (MGX) and Vehicle Washdown (VW)

Extend-Based Line Haul Model Development

Mr. Eyrich, Mr. Elswick, and Mr. Cathey met with Captain Lepson on 9 May 2001 to discuss developmental status of the Extend-based line haul model.

Extend-Based Line Haul Model Briefing

Mr. Eyrich, Mr. Elswick, and Mr. Cathey met with Dr. Akst, Captain Lepson, and Major Robert Liebe on 18 May 2001 to review the Extend-based line haul model development. Mr. Elswick briefed the model during the session.

APPENDIX D

HIMARS

This appendix presents the HIMARS T/Os and T/Es used in this study effort. During the literature search, the study team discussed HIMARS with Major McConnell, Artillery Requirements, Requirements Division, MCCDC. Major McConnell had developed draft T/Os for the headquarters and service battery and firing batteries of the HIMARS battalion. The study team adopted Major McConnell's T/Os. Table D-1 presents the headquarters and service battery T/O, and Table D-2 presents the firing battery T/O. Table D-3 presents the T/E for the HIMARS battalion. The study team developed a draft T/O using the existing Marine Corps 155-mm howitzer battalion as a guide. We provided the draft T/O to Requirements Division, MCCDC, and TFS for comment prior to finalizing the equipment allowances.

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
1	HEADQUARTERS SECTION			001					
2	BATTALION COMMANDER	O5	0802	001	P				
3	EXECUTIVE OFFICER	O4	0802	001	P				
4	SERGEANT MAJOR	E9	9999	001	P				
5	RADIO OPR/DRIVER	E3	2531	002	M				
						2	3		
6	ADJUTANT SECTION			001					
7	S-1 / ADJUTANT	O2	0180	001	P				
8	PERSONNEL OFFICER	CWO2	0170	001	P				
9	PERSONNEL CHIEF	E7	0193	001	P				
10	ASST PERSONNEL CHIEF	E5	0151	001	M				
11	PERS CLERK	E4	0121	001	M				
12	PERS CLERK	E3	0121	002	M				
13	UNIT DIARY CLERK	E4	0131	001	M				
14	UNIT DIARY CLERK	E3	0131	001	M				
15	ADMIN CLERK	E4	0151	001	M				
16	ADMIN CLERK	E3	0151	002	M				
17	PAY/ADMIN CLERK	E3	0151	001	M				
						2	11		
18	OPERATIONS PLATOON			001					
19	OPERATIONS SECTION			001					
20	S-3 OFFICER / PLT CMDR	O4	0802	001	P				
21	ASST S-3	O3	0802	001	P				
22	OPERATIONS CHIEF	E8	0848	001	P				
23	OPERATIONS ASSISTANT	E7	0848	001	P				
24	OPERATIONS ASSISTANT	E6	0848	001	P				
25	FIRE CONTROL MAN	E5	0844	002	M				
26	FIRE CONTROL MAN	E4	0844	002	M				
27	FIRE CONTROL MAN/DRIVER	E3	0844	004	M				

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
						2	11		
28	INTELLIGENCE SECTION			001					
29	S-2 OFFICER	O3	0202	001	P				
30	TARGETING OFFICER	CWO2	0803	001	P				
31	INTEL CHIEF	E5	0231	001	M				
32	INTEL MAN	E3	0231	001	M				
						2	2		
33	LIAISON SECTION			001					
34	LIAISON OFFICER	O3	0802	001	P				
35	LIAISON CHIEF	E6	0848	001	P				
36	FIRE CONTROL MAN	E4	0844	001	M				
37	FIRE CONTROL MAN/DRIVER	E3	0844	001	M				
						1	3		
38	SURVEY SECTION			001					
39	SURVEY OFFICER	WO1	0803	001	P				
40	SURVEY CHIEF	E6	0848	001	P				
41	SURVEY MAN/DRIVER	E2	0844	001	M				
42	PADS TEAM LEADER	E5	0844	002	M				
43	SURVEY MAN/DRIVER	E3	0844	002	M				
						1	6		
44	NBC SECTION			001					
45	NBC OFFICER	CWO2	5702	001	P				
46	NBC NCO	E5	5711	001	M				
						1	1		
47	COMMUNICATIONS PLATOON			001					
48	COMM OFFICER / PLT CMDR	O3	0602	001	P				
49	COMM CHIEF	E8	2591	001	P				
						1	1		
50	RADIO SECTION			001					
51	RADIO CHIEF	E7	2537	001	P				
52	FIELD RADIO OPERATOR	E5	2531	001	M				
53	FIELD RADIO OPERATOR	E4	2531	001	M				
54	FIELD RADIO OPERATOR	E3	2531	003	M				
55	FIELD RADIO OPERATOR	E2	2531	004	M				
56	FIELD RADIO OPERATOR/DRIVER	E2	2531	005	M				
						0	15		
57	WIRE SECTION			001					
58	WIRE CHIEF	E6	2519	001	P				
59	WIREMAN	E5	2512	001	M				
60	WIREMAN	E5	2514	001	M				
61	WIREMAN	E4	2514	001	M				
62	WIREMAN	E3	2512	003	M				
						0	7		
63	RADIO/TELEPHONE REPAIR SECT			001					
64	RADIO TECH	E6	2861	001	P				
65	RADIO REPAIRMAN	E5	2841	001	M				

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
66	RADIO REPAIRMAN	E4	2841	002	M				
67	RADIO REPAIRMAN	E3	2841	002	M				
68	COMPUTER REPAIRMAN	E5	2818	001	M				
69	COMPUTER REPAIRMAN	E4	2818	001	M				
70	TELEPHONE TECH	E5	2811	001	M				
71	TELEPHONE TECH	E4	2811	001	M				
						0	10		
72	SERVICE PLATOON			001					
73	S-4 OFFICER/PLT CMDR	O4	0802	001	P				
74	LOGISTICS CHIEF	E8	0491	001	P				
75	EMBARK NCO	E5	0431	001	M				
76	LOGISTICS MAN/DRIVER	E2	0431	001	M				
77	MAINT MANAGEMENT OFFICER	O3	0402	001	P				
78	MAINT MANAGEMENT CHIEF	E6	0411	001	P				
79	MAINT MANAGEMENT SPEC	E4	0411	001	M				
80	MAINT MANAGEMENT SPEC/DRIVER	E2	0411	001	M				
						2	6		
81	SUPPLY SECTION			001					
82	SUPPLY OFFICER	O3	3002	001	P				
83	SUPPLY CHIEF	E6	3043	001	P				
84	SUPPLY ADMIN MAN	E4	3043	001	M				
85	SUPPLY ADMIN MAN	E3	3043	001	M				
86	WAREHOUSE CHIEF	E5	3051	001	M				
87	GENERAL WAREHOUSEMAN	E4	3051	001	M				
88	GENERAL WAREHOUSEMAN	E3	3051	001	M				
89	SUPPLY ADMIN MAN	E3	3043	001	M				
90	SUPPLY ADMIN MAN	E1	3043	002	M				
						1	9		
91	AMMUNITION SECTION			001					
92	AMMO CHIEF	E7	2311	001	P				
93	AMMO TECH	E5	2311	001	M				
94	AMMO TECH/DRIVER	E3	2311	001	M				
						0	3		
95	MOTOR TRANSPORT SECTION			001					
96	MOTOR TRANSPORT OFFICER	O3	0402	001	P				
97	MOTOR TRANSPORT CHIEF	E7	3537	001	P				
98	DISPATCHER	E5	3531	001	M				
99	TRUCK DRIVER	E3	3531	003	M				
100	MOTOR TRANSPORT MAINT CHIEF	E6	3529	001	P				
101	REFUELER OPERATOR	E4	3531	002	M				
102	REFUELER DRIVER	E3	3531	002	M				
103	WRECKER OPR/MECH	E4	3536*	001	M				
104	WRECKER OPR/MECH	E3	3536*	001	M				
105	AUTO MECH	E5	3521	001	M				
106	AUTO MECH	E3	3521	001	M				
						1	14		

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
107	ORDNANCE MAINTENANCE SECT			001					
108	ORDNANCE VEHICLE MAINT OFF	CWO2	2110	001	P				
109	ORDNANCE VEHICLE MAINT CHIEF	E8	2149	001	P				
110	HIMARS MECH	E6	2143	001	P				
111	RETRIEVER OPR/MECH	E4	2143	001	M				
112	RETRIEVER OPR/MECH	E3	2143	001	M				
113	SMALL WEAPONS REPAIRMAN	E6	2111	001	P				
114	SMALL WEAPONS REPAIRMAN	E4	2111	001	M				
						1	6		
115	FOOD SERVICE SECTION			001					
116	MESS MANAGER	E7	3381	001	P				
117	FOOD SERVICE SPECIALIST	E6	3381	001	P				
118	SUBSISTENCE SUPPLY CLERK	E5	3361	001	M				
119	FOOD SERVICE SPECIALIST	E5	3381	001	M				
120	FOOD SERVICE SPECIALIST	E4	3381	002	M				
121	FOOD SERVICE SPECIALIST	E3	3381	002	M				
122	FOOD SERVICE SPECIALIST	E1-E2	3381	003	M				
						0	11		
123	MEDICAL SECTION			001					
124	MEDICAL OFFICER	O3	2100	001	P				
125	MED FLD SERV TECH	E7	8404	001	P				
126	MED FLD SERV TECH/DRIVER	E4	8404	001	P				
								1	2
127	CHAPLAIN SECTION			001					
128	CHAPLAIN	O3	4100	001	U				
129	RELIGIOUS PROG ASST	E4	0	001	M				
								1	1
130	BATTERY HEADQUARTERS			001					
131	BATTERY COMMANDER	O3	0802	001	P				
*	EXECUTIVE OFFICER	O2	0802	001	P				
132	FIRST SERGEANT	E8	9999	001	P				
133	SUPPLY ADMIN MAN/DRIVER	E3	3043	001	M				
						2	2		
134	TOTALS					19	121	2	3
135	MARINE	140							
136	NAVY	5							

Note: MO – Marine Officer, ME – Marine Enlisted, NO – Navy Officer, NE – Navy Enlisted.

Table D-1. Headquarters and Service Battery, HIMARS Battalion T/O

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
1	HEADQUARTERS SECTION			001					
2	BATTERY COMMANDER	O4	0802	001	P				

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
*	EXECUTIVE OFFICER	O3	0802	001	P				
3	FIRST SERGEANT	E8	9999	001	P				
4	RTO/DRIVER	E3	2531	001	M				
						2	2		
5	BATTERY OPERATIONS CENTER			001					
6	OPERATIONS OFFICER	O3	0802	001	P				
7	OPERATIONS CHIEF	E7	0848	001	P				
8	OPERATIONS ASSISTANT	E6	0848	001	P				
9	FIRE CNTL MAN	E6	0844	002	M				
10	FIRE CNTL MAN/DRIVER	E4	0844	002	M				
11	RADIO CHIEF	E6	2537	001	P				
12	FIELD RADIO OPERATOR	E5	2531	002	M				
13	FIELD RADIO OPERATOR/DRIVER	E4	2531	002	M				
						1	11		
14	LIAISON SECTION			001					
15	LIAISON OFFICER	O3	0802	001	P				
16	LIAISON CHIEF	E6	0848	001	P				
17	FIRE CNTL MAN	E5	0844	001	M				
18	RTO/DRIVER	E4	2531	001	M				
						1	3		
19	MEDICAL SECTION			001					
20	MED FLD SERVICE TECH	E4	8404	001	P				
21	MED FLD SERVICE TECH	E3	8404	001	P				
									2
22	FIRING PLATOON			002					
23	PLATOON COMMANDER	O3	0802	001	P				
24	PLATOON SERGEANT	E7	081X	001	P				
25	OPERATIONS CHIEF	E6	0848	001	P				
26	FIRE CNTL MAN/DRIVER	E5	0844	001	M				
27	FIELD RADIO OPERATOR/DRIVER	E4	2531	001	M				
						2	8		
28	FIRING SECTION			006					
29	SECTION CHIEF	E6	081X	001	P				
30	GUNNER	E5	081X	001	M				
31*	DRIVER	E4	081X	001	M				
							18		
32	SUPPORT PLATOON			001					
33	PLATOON COMMANDER/MAINT OFF	O3	2110	X	P	X	XO FILLS BILLET		
*	MAINT OFFICER	W2	2110	001	P				
34	PLATOON SERGEANT	E8	2149	001	P				
35	AMMO CHIEF	E6	2311	001	P				
36*	DRIVER	E3	3531	002*	M				
						1	5		
37	SUPPLY SECTION			001					
38	SUPPLY / ADMIN MAN	E5	3043	001	M				

LINE NO	ENGLISH DESCRIPTION	PAY GRADE	MOS	STRUCTURE	WPN	SECTION TOTALS			
						MO	ME	NO	NE
							1		
39	AMMUNITION SECTION			002					
40	AMMO TECH	E5	2311	001	M				
41	AMMO TECH	E4	2311	003	M				
42	AMMO TECH/DRIVER	E3	2311	003	M				
*	AMMO MAN	E4	081X	003	M				
*	AMMO MAN	E3	081X	003	M				
							26*		
43	MAINTENANCE SECTION			001					
44	MAINT CHIEF	E7	2143	001	P				
45	MAINT MGT SPEC	E4	0411	002	M				
46	HIMARS MECH	E6	2143	001	M				
47	HIMARS MECH	E5	2143	001	M				
48	MT CHIEF	E6	3529	001	M				
49	MT MECH	E4	3521	004*	M				
50	RADIO TECH	E6	2861	001	M				
51	GRND RADIO REPAIRMAN	E4	2841	002	M				
*	ARMORER	E4	2111	001	P				
							14*		
52	RECOVERY/REFUELER SECTION			001					
53	REFUELER OPERATOR	E4	3534	002	M				
54	REFUELER DRIVER	E3	3534	002	M				
55	WRECKER OPR/MECH	E4	3536	001	M				
56	WRECKER OPR/MECH	E3	3536	001	M				
57	*WRECKER OPR/MECH	E4	2143	001	M				
58	*WRECKER OPR/MECH	E3	2143	001	M				
							8		
59	TOTALS					7	96	0	2
60	MARINE	103							
61	NAVY	2							

Note: MO – Marine Officer, ME – Marine Enlisted, NO – Navy Officer, NE – Navy Enlisted.

Table D-2. Firing Battery, HIMARS Battalion T/O

The HIMARS battalion consists of a headquarters battery and three firing batteries. This table presents information in the same format as the T/Es developed by TFS. The TAMCN identifies a unique item of equipment authorized by the unit. The supply class identifies the item's class and subclass of supply. The quantity authorized by the unit is contained in the "Firing Battery" and "Headquarters Battery" columns. The "Total" column is the total authorization for the headquarters battery and three firing batteries of the HIMARS battalion.

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
A0299	VIIG	PRINTER, PORTABLE	EA		1	1
A0300	VIIG	PRINTER, DESKTOP	EA		1	1
A0425	VIIGP	TERMINAL, COMMUNICATIONS, AUTOMATED, DATA (DACT)	EA			
		PLANNED ALLOWANCES FOR FY-01		10	8	38
A0498	VIIG	MESSAGE SYSTEM, DIGITAL	EA	10	8	38
		AN/PSC2A				
A0652	VIIG	CONVERTER SET, FIBER OPTIC	EA		4	4
		AN/GSC54				
A0808	VIIG	NAVIGATION SET, SATELLITE	ST		4	4
		SIGNALS AN/GSN14				
A0890	VIIG	FACSIMILE, DIGITAL, LTWT	EA	1	2	5
		AN/UXC7				
A0932	VIIG	INTELLIGENCE/OPERATIONS	EA		3	3
		WORKSTATION AN/UYQ88				
A1078	VIIG	MULTIPLEXER TD1234	EA		1	1
A1260	VIIG	NAVIGATION SET, SATELLITE	EA	7	6	27
		SIGNALS (PLGR) AN/PSN11				
A1275	VIIG	ENTRY DEVICE, PROGRAM	EA	2	2	8
		MU848A/PSC2A				
A1305	VIIG	PUBLIC ADDRESS SET	EA		2	2
		AN/UIQ10(V)				
		ACTIVE FORCES ONLY				
A1530	VIIG	BEACON, TRANSPONDER, RADAR	EA		3	3
		MULTIFUNCTION AN/PPN19(V)2				
A1935	VIIG	RADIO SET AN/MRC138B(V)	EA		5	5
A1957	VIIG	RADIO SET AN/MRC145A	EA	4	6	18
A2030	VIIG	RADIO SET AN/PRC68A	EA	12	8	44
A2065	VIIG	RADIO SET AN/PRC104B(V)	EA	1	8	11

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
A2069	VIIG	RADIO SET, UHF AN/PRC113(V)3	EA		5	5
A2070	VIIG	RADIO SET, MANPACK AN/PRC119A	EA	10	26	56
A2074	VIIG	RADIO SET, VEHICULAR	EA	3	2	11
		AN/VRC88D				
A2078	VIIG	RADIO SET, VEHICULAR	EA		2	6
		AN/VRC92D				
A2079	VIIG	RADIO SET, MANPACK AN/PRC119F	EA	7	13	34
A2151	VIIG	RADIO SET, VEHICLE (PLRS)	EA	6	6	24
		AN/VSQ1				
		ACTIVE FORCES ONLY				
A2152	VIIG	RADIO SET, EPLRS AN/VSQ2C(V)1	EA	2	2	8
A2167	VIIG	RADIO SET, VEHICULAR	EA	3	8	17
		AN/VRC88A				
A2169	VIIG	RADIO SET, VEHICULAR	EA			
		AN/VRC90A				
		PLANNED ALLOWANCES FOR FY-06			1	1
A2335	IIB	SHELTER, 10FT, EMI, MAINT	EA		1	1
		COMPLEX 82A5049A000				
A2400	VIIGP	TERMINAL, CHANNEL, SINGLE	EA		1	1
		PLANNED ALLOWANCES FOR FY-01				
A2480	VIIG	SWITCHBOARD, TELEPHONE, MANUAL	EA	3	3	12
		SB22A/PT				
A2505	VIIG	SWITCHBOARD, TELEPHONE	EA		1	1
		AUTOMATIC SB3614(V)TT				
A2508	VIIG	SWITCHING UNIT, TELEPHONE	EA		1	1
		AUTOMATIC SB3865				
A2538	VIIGP	DATA NETWORK SERVER	EA		1	1
		PLANNED ALLOWANCES FOR FY-01				
A2542	VIIG	COMPUTER SET, FIELD ARTILLERY	EA			
		GENERAL AN/GYK47(V)6				
		PLANNED ALLOWANCES FOR FY-01		1	1	4

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		PLANNED ALLOWANCES FOR FY-02		1	1	4
		Note: MLRS unit has only 1 computer.				
A2545	VIIG	COMPUTER SET, FIELD ARTILLERY	EA			
		GENERAL AN/GYK47(V)7				
		PLANNED ALLOWANCES FOR FY-01		1	1	4
		PLANNED ALLOWANCES FOR FY-02		1		3
F55607		FIRE CONTROL SYSTEM AN GYK-37-V	EA	6		18
		(CURRENT MLRS SYSTEM/1 PER LAUNCHER)				
A2635	VIIG	TELEPHONE SET TA838A/TT	EA		18	18
A2740	VIIG	TEST SET, FIELD CABLE AN/GTM3	EA		1	1
A2808	VIIG	TEST SET, OPTICAL	EA		1	1
		COMMUNICATIONS AN/GSM317				
A7021	VIIG	COUNTER, ELECTRONIC, DIGITAL	EA		2	2
		READOUT				
A7036	VIIG	GENERATOR, FUNCTION, ELEC TEST	EA		2	2
		33120A				
A7055	VIIG	TEST SET, RF POWER 4410A-500	EA		2	2
A7059	VIIG	OHMMETER (EARTH GROUND	EA		1	1
		RESISTANCE TESTER) R1LC				
A7060	VIIG	OSCILLOSCOPE	EA		2	2
A7061	VIIG	OSCILLOSCOPE 2246A	EA		2	2
A7072	VIIG	ADAPTER, TEST, SINCGARS RADIO	EA		3	3
		J4843/GRM114B				
A7080	VIIG	TEST SET, RADIO VHF TS4291/U	EA	1	4	7
A7082	VIIG	TEST SET, RADIO TS4317/GRM	EA		4	4
A7700	VIIG	ANALYZER-CHARGER, BATTERY	EA	2	2	8
		PP8333/U				
A7705	VIIG	POWER SUPPLY, 24-28 VDC	EA	1	5	8
A7706	VIIG	POWER SUPPLY, VDC, 0-40	EA	2	5	11

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		PP8436/P				
A7900	IIE	KIT, TOOL, MAINT, ELECTRONIC MK2569/P	EA		8	8
A8008	VIIG	POWER SUPPLY, AUXILIARY HYP71	EA		3	3
A8023	VIIG	TRANSFER DEVICE, DATA (DTD) AN/CYZ10(V)3	EA	10	24	54
A8024	VIIG	READER, TAPE, GP TSEC/KOI18	EA	2	4	10
A8025	VIIG	TRANSFER DEVICE, ELECTRONIC TSEC/KYK13	EA	2	4	10
A8026	VIIG	CONTROL DEVICE, NET TSEC/KYX15A	EA		2	2
A8027	VIIG	POWER SUPPLY, VEHICULAR TSEC/HYP57	EA	1	13	16
A8028	VIIG	ADAPTER, WIRELINE TSEC/HYX57	EA		6	6
A8031	VIIG	SECURITY EQP, SPEECH, TACT HALF-DUP, W-B MANPACK TSEC/KY57	EA		11	11
A8045	VIIG	MODULE, VOICE, SECURE TSEC/KY(V)2A	EA	12	8	44
A8047	VIIG	TERMINAL, ANDVT/MINTERM TSEC/KY99A	EA	1	13	16
A8050	VIIG	CASE, BATTERY TSEC/ZAIJ	EA	1	25	28
A8077	VIIG	AUTOMANUAL SYSTEM TSEC/KL43C	EA	1	3	6
A8079	VIIG	SECURE DIGITAL NET RADIO INTERFACE TSEC/KY90	EA		1	1
A8082	VIIG	ENCRYPTION EQUIP, TELEGRAPHY GP TSEC/KG84C	EA		4	4
A8083	VIIG	TERMINAL, VOICE, SUBSCRIBER DIGITAL TSEC/KY68	EA		15	15

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
A8089	VIIG	ENCRYPTION DEVICE, TRUNK TSEC/KG194A	EA		1	1
A8100	VIIG	CONTROL GROUP, RADIO OK648/U	EA	5	10	25
A9100	IIB	MCHS, COMPUTER, GP LAPTOP		15	41	86
A9300	IIB	MCHS COMPUTER GP WORKSTATION	EA	4	46	58
B0012	VIIB	AIR CONDITIONER, VERTICAL 60/400HZ, 18K BTU F18TMPI	EA		1	1
B0472	IIE	DEMOLITION EQUIPMENT INDIVIDUAL	SE	1	1	4
B1291	VIIB	DECONTAMINATING SYSTEM, LTWT M1731	EA		7	7
B1580	VIIB	PUMP MODULE, FUEL (SIXCON)	AY		1	1
B1645	VIIB	REFRIGERATION UNIT, ENHANCED F/RIGID BOX	EA		2	2
B1710	VIIB	REFRIGERATOR, RIGID BOX, 350 CUFT	EA		2	2
B2004	VIIB	SKID MOUNTING ASSEMBLY REMOTE, AIR CONDTRN TYPE B SMV18	EA		1	1
B2085	VIIB	STORAGE TANK MODULE, FUEL (SIXCON)	AY		2	2
B2130	VIIB	TANK, FABRIC, COLLAPSIBLE WATER, 3000 GAL	EA		7	7
B2566	VIIB	TRK, FORKLIFT, RT, 4,000 LB 8606	EA	1	2	5
C1055	IIF	CAP, KNIT (WATCH CAP) 1 PER INDIV FMF	EA			
C1091	IIF	DRAWERS, COLD WEATHER, LTWT 2 PER INDIV FMF	EA			
C1107	IIF	GLOVE, SHELL, LEATHER, BLACK	PR			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		1 PER INDIV FMF				
C1120	IIF	INSERT, GLOVE, IMPROVED	PR			
		2 PER INDIV FMF				
C1150	IIF	LINER, COLD WEATHER COAT, NYLON (F/FLD JCKT)	EA			
		1 PER INDIV FMF				
C1250	IIF	SHIRT, FIBERPILE, LTWT	EA			
		1 PER INDIV FMF				
C1261	IIF	UNDERSHIRT, COLD WEATHER, LTWT	EA			
		2 PER INDIV FMF				
C2010	IIF	APRON, PROTECTIVE TOXICOLOGICAL AGENTS	EA			
		1 PER NBC DECON TEAM MBR				
C2020	IIF	BAG, WATERPROOFING, PROTECTIVE MASK M1	EA			
		QTY 2 PER TAMCN C52652E				
C2032	VIIA	MONITOR, CHEMICAL AGENT	EA	4	2	14
		482-301-B				
C2075	IIE	KIT, DECONTAMINATING, SKIN M291	BX			
		1 PER 20 INDIV FMF				
C2080	IIE	DECONTAMINATING APPARATUS, PORTABLE, DS ABC-M11	EA			
		1 PER MOTORIZED VEHICLE/CREW SERVED WEAPON/NBC DEFENSE TEAM				
C2101	IIE	KIT, DETECTOR, CHEMICAL AGENT M256A1	EA	5	7	22
C2104	IIEP	DETECTOR, JOINT CHEMICAL AGENT	EA	11	15	48
		PLANNED ALLOWANCES FOR FY-02				
C2105	IIE	DETECTOR, RADIAC DT236/PDR75	EA			
		1 PER INDIV FMF				
C2108	VIIIBP	DETECTOR, CHEMICAL AGENT, AUTOMATIC M22	EA	1	1	4

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		PLANNED ALLOWANCES FOR FY-01				
C2110	IIE	DETECTOR, PAPER, CHEMICAL AGENT M9 1 PER 10 INDIV FMF	EA			
C2130	IIF	COVER, FOOTWEAR, PROTECTIVE CHEMICAL (OVERBOOTS) 2 PER INDIV FMF	PR			
C2150	IIF	GLOVE, PROTECTIVE, CHEMICAL 2 PER INDIV FMF	SE			
C2300	IIF	SUIT, PROTECTIVE, CHEMICAL (OVERGARMENT) 2 PER INDIV FMF	EA			
C2375	IIE	KIT, TESTING, WATER, AGENTS CHEMICAL M272	EA	2	4	10
C3020	IIFP	INSERT, PLATE, BALLISTIC 1 PER INDIV FMF	SE			
C3030	IIMP	BAYONET, MULTIPURPOSE M9 1 PER INDIV FMF PLND FY01	EA			
C3040	IIF	BELT, EQUIPMENT, INDIV, COTTON WEBBING, OD 1 PER INDIV FMF	EA			
C3060	IIE	CANTEEN, WATER, PLASTIC OD 1 QT RIGID W/CHEM PROT 2 PER INDIV FMF	EA			
C3070	IIE	CARRIER, TOOL, ENTRENCHING HAND, FOLDING, LTWT 1 PER INDIV FMF	EA			
C3115	IIF	CASE, AMMO, SML ARMS, 30 RD, F/RIFLE, M16 (LINCLOE) 2 PER INDIV W/M16 RIFLE	EA			
C3117	IIF	CASE, AMMO POUCH, SML ARMS, F/SAW 4 PER M249 SAW (E09607M)	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
C3124	IIF	COVER, HELMET, CAMO, WOODLAND	EA			
		1 PER INDIV FMF				
C3130	IIF	COVER, CANTEEN, WATER, NYLON,	EA			
		OG (LINCLOE)				
		2 PER INDIV FMF				
C3140	IIE	CUP, WATER, CANTEEN, CRS,	EA			
		W/WIRE HANDLE				
		1 PER INDIV FMF				
C3150	IIF	KIT, FIRST AID (LINCLOE)	EA			
		1 PER INDIV FMF				
C3195	IIF	FRAME, FLD PACK (LINCLOE)	EA			
		1 PER INDIV F/INF, RECON,				
		ANGLICO UNITS AND INTERP, CI,				
		SSC TEAMS. 10% T/O FSSG UNITS.				
		25% T/O OTHER GROUND UNITS.				
		NOT AUTH AVIATION UNITS.				
C3215	IIE	HELMET, PROTECTIVE, FRAG,	EA			
		PASGT				
		1 PER INDIV FMF				
C3230	IIE	TOOL, ENTRENCHING, COMBINATION	EA			
		(LINCLOE)				
		1 PER INDIV FMF				
C3250	IIE	KNIFE, CMBT	EA			
		1 PER PISTOL (E12502M)				
C3270	IIF	LINER, WET WEATHER, PONCHO	EA			
		1 PER INDIV FMF				
C3310	IIE	PAD, SLEEPING, COLD WEATHER	EA			
		1 PER INDIV FMF				
C3337	IIF	PACK, FLD, MEDIUM	EA			
		1 PER INDIV FMF				
C3350	IIE	PIN, ALUMINUM, TENT, SHELTER	EA			
		HALF				
		5 PER INDIV FMF				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
C3390	IIE	POLE, SECTION, TENT, SHELTER	EA			
		HALF				
		3 PER INDIV FMF				
C3400	IIF	PONCHO, WET WEATHER, WOODLAND	EA			
		CAMO PATTERN				
		1 PER INDIV FMF				
C3410	IIF	SHELTER HALF, TENT, OG	EA			
		1 PER INDIV FMF				
C3412	IIF	COMMAND POST SYSTEM, MODULAR, GREEN (MCPS)	EA			
		PLANNED ALLOWANCES FOR FY-01		4	10	22
C3413	IIF	TENT SYSTEM, GP, MODULAR (MGPTS)	EA			
		PLANNED ALLOWANCES FOR FY-01		4	14	26
C3414	IIE	TENT, CMBT	EA			
		1 PER 2 INDIV FMF				
C3421	IIF	BAG, SLEEPING, MODULAR	EA			
		1 PER INDIV FMF				
C3423	IIE	STAND, CUP, CANTEEN	EA			
		1 PER INDIV FMF				
C3443	IIE	KIT, SURVIVAL, INDIVIDUAL	KT			
		90002A0006				
		1 PER INDIV FMF				
C3445	IIF	SUSPENDERS, BELT, INDIVIDUAL	EA			
		EQUIPMENT (LINCLOE)				
		1 PER PISTOL (E12502M)				
C3494	IIF	VEST, FRAGMENTATION, OUTER	EA			
		1 PER INDIV FMF				
C3495	IIE	VEST, FRAGMENTATION PROTECTION, GROUND TROOPS	EA			
		1 PER INDIV FMF				
C3498	IIF	VEST, INDIV, LOAD BEARING	EA			
		TACT				
		1 PER INDIV W/M16 RIFLE				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
C4000	IIE	ACCESSORY OUTFIT, FLD RANGE	OT		5	5
		GASOLINE				
C4260	IIF	SUPPORT SYSTEM, SCREEN, CAMO	EA	80	120	360
		PLANNED ALLOWANCES FOR FY-01		12		36
C4261	IIF	CSS-LTWT, RADAR SCATTER	EA	80	120	360
		WOODLAND BLND, W/O SS				
C4431	IIE	CONTAINER, PALLET 102440	EA			
		PLANNED ALLOWANCES FOR FY-01		27	61	142
C4433	IIE	BOX, SHIPPING	EA			
		PLANNED ALLOWANCES FOR FY-01		40	168	288
C4545	IIE	DISPENSER, BEVERAGE, 5 GAL	EA		19	19
		LIQUID 500LCD-G				
C4870	IIF	TENT, FLY, STORAGE	EA	2	2	8
C4880	IIE	CONTAINER, FOOD, INSULATED	EA		16	16
C4960	IIT	GRINDING MACHINE, UTILITY,	EA		1	1
		BENCH, 1/2 HP				
C4980	IIE	HEATER, IMMERSION, LIQUID FUEL	EA		16	16
		FIRED M67				
C5080	IIT	JACK, DOLLY, TYPE-10	EA	1	1	4
C5265	IIE	MASK, CHEMICAL-BIO (CB),	EA			
		PROTECTIVE M40				
		1 PER INDIV FMF				
C5268	IIEP	TEST SET, EVALUATOR, MASK,	EA			
		PROTECTIVE M41				
		PLANNED ALLOWANCES FOR FY-01			3	3
C5430	IIFP	MARINE LOAD SYSTEM, RIFLEMAN	EA			
		SET				
		1 PER RIFLE (E14412M)				
C5431	IIFP	MARINE LOAD SYSTEM, PISTOLMAN	EA			
		SET				
		1 PER PISTOL (E12502M)				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
C5432	IIFP	MARINE LOAD SYSTEM, GRENADIER SET 1 PER GRENADE LAUNCHER (E08927M)	EA			
C5433	IIFP	MARINE LOAD SYSTEM, SAW GUNNER SET 1 PER SAW (E09607M)	EA			
C5434	IIF	MARINE LOAD SYSTEM, COMBAT MEDIC SET 1 PER MEDICAL DEPT MEMBER	EA			
C5652	IIF	PARKA, EXTD COLD WEATHER CAMO, 2D GENE. 1 PER INDIV FMF	EA			
C5820	IIE	RANGE OUTFIT, FLD, GASOLINE, B PACK M1959	EA		10	10
C5825	IIE	ALARM, CHEMICAL AGENT, SENSING, REMOTE M21	EA		1	3
C6010	IIT	SCALE, BEAM INDICATING, PLATFORM, 1,000 LB CAP	EA		1	1
C6030	IIE	SEAL, HAND, IMPRESSION -OFFICIAL USMC SEAL-	EA		1	1
C6388	IIF	TARPAULIN, 26'X 22'	EA	2	2	8
C6400	IIF	TENT, FRAME TYPE, MAINT MEDIUM	EA	1	2	5
C6415	IIF	ENCLOSURE, MAINT, LTWT	EA	2	4	10
C6420	IIF	TENT, SHELTER, MAINT	EA	1	2	5
C6621	VIIB	HEATING SYSTEM, RATION, TRAY	EA		2	2
C6632	IIF	TROUSERS, EXTD COLD WEATHER CAMO, 2D GENE. 1 PER INDIV FMF	EA			
C6650	IIT	TRK, LIFT, WHEEL	EA	1	1	4

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
C7036	IIT	KIT, TOOL, MECHANIC'S	KT	7	9	30
C7040	VIIG	ANALYZER SET, ENGINE STE/ICE-R 12259266	SE		4	4
C7073	IIB	TOOL SET, COMMON NO.1, OM, 2D ECH	SE	1	1	4
C7920	IIBP	DIAGNOSTIC SYSTEM, AUTOMATED, VEHICLE PLANNED ALLOWANCES FOR FY-01	EA		2	2
C8638	VIII	AMAL 635, AID STATION EQUIPMENT			1	1
C8640	VIII	AMAL 636, AID STATION CONSUMABLES			1	1
D0100	IIE	DEGREASER, PORTABLE, 20 GAL CAP.	EA	1	1	4
D0190	VIK	LUBRICATING AND SERVICING UNIT POWER OPERATED 4A032-11	EA		1	1
D0198	VIKP	TRK, CARGO, 7T, W/WINCH (MTVR) MK25 PLANNED ALLOWANCES FOR FY-01	EA	18	10	62
DMTVR	VII	MTVR TRAILER FOR RESUPPLY	EA	12		36
D0209	VIK	POWER UNIT, FRONT, 12 1/2T 4X4 MK48A1 MOD0 PLANNED ALLOWANCES FOR FY-01	EA		2	2
D0475	IIE	KIT, TOOL, OM, 2D ECH, HMMWV	EA	1	1	4
D0478	IIE	KIT, TOOL, OM, 2D ECH, LVS	EA		1	1
D0755	IIE	KIT, TOOL, OM, 2D/3D ECH F/TRK, 5T M809/M939	EA	1	1	4
D0850	VIK	TRLR, CARGO, 3/4T, 2-WHL M101A3	EA	5	12	27
D0860	VIK	TRLR, CARGO, 1 1/2T, 2-WHL	EA		4	4

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		M105A2				
D0876	VIK	TRLR, POWERED, 22 1/2T CONTAINER HAULER, 4X4 MK14A1 MOD0	EA		4	4
		PLANNED ALLOWANCES FOR FY-01			2	2
D0880	VIK	TRLR, TANK, WATER, 400 GAL, 1 1/2T, 2-WHL M149A2	EA	1	2	5
D1001	VIK	TRK, AMBUL, 4-LTR, ARMD, 2 1/4T, HMMWV M997A2	EA			
		PLANNED ALLOWANCES FOR FY-01			1	1
D1002	VIK	TRK, AMBUL, 2-LTR, SOFT TOP, 2 1/4T, HMMWV M1035A2	EA		1	1
D1059	VIK	TRK, CARGO, 5T, 6X6, W/O WINCH M923A1	EA			
		REPLACED BY MTVR				
D1158	VIK	TRK, UTIL, CARGO/TRP CARR, 1 1/4T, W/EQP, HMMWV M1123	EA	5	18	33
D1159	VIK	TRK, UTIL, ARMT CARR, W/SA, 2 1/4T, HMMWV M1043A2	EA	3		9
D1212	VIK	TRK, WRECKER, 5T, 6X6 M936	EA		2	2
E0050	IIE	BAYONET-KNIFE, W/SCABBARD M7 1 PER RIFLE (E14412M) 1 PER M249 SAW (E09607M) 1 PER SHOTGUN (E17602M)	EA			
E0139	IIE	BOREScope, 58MM 8 IN. M3	EA		2	2
E0170	IIE	CHEST, OIL PUMP, W/COMPONENTS M3	EA		1	3
E0180	VIIB	CIRCLE, AIMING M2A2	EA	5	4	19
E0205	VIIM	COLLIMATOR, INFINITY AIMING, REFERENCE M1A2	EA	7		21
E0210	IIE	COMPASS, MAGNETIC, UNMOUNTED, W/E M2	EA	10	7	37

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
E0277	VIIB	DISPLAY GROUP, DATA OD144(V)3	EA	7		21
E0325	VIIB	EQUIPMENT SET, NIGHT VISION (MULE) AN/UAS12C	EA	3	2	11
E0342	VIIB	TOOL, EXTRACTOR M712	EA	3		9
E0500	IIE	KIT, GAUGE, PULLOVER, COMPLETE	EA		1	1
E0665	VIIM	HOWITZER, MEDIUM, TOWED, 155MM M198	EA	6		18
E0671	VIIMP	CLOSED LOOP ARTILLERY SIMULATION SYSTEM (CLASS)	EA			
EHIMAR		HIMARS LAUNCHER SYSTEM ON FMTV	EA	6		18
E0892	VIIM	LAUNCHER, GRENADE, 40MM M203	EA	10	10	40
E0955	VIIB	LIGHT, AIMING, INFRARED AN/PAQ4C	EA	25	25	100
E0960	VIIM	MACHINE GUN, LT, SQUAD, AUTOMATIC WEAPON M249 AS PER T/O	EA			
E0980	VIIM	MACHINE GUN, CAL .50, BROWNING, HB FLEXIBLE M2	EA	4	4	16
E0989	VIIM	MACHINE GUN, MEDIUM, 7.62MM GROUND VERSION M240G	EA	4	4	16
E0994	VIIM	MACHINE GUN, 40MM MK19 MOD3	EA	4	4	16
E1049	VIIB	MODULE, NORTH FINDING MX18204/GSQ	EA	3	2	11
E1115	IIBP	MOUNT, TRIPOD, HEAVY MACHINE GUN (LTWT) MK123 PLANNED ALLOWANCES FOR FY-01	EA	8	8	32
E1120	IIB	MOUNT, TRIPOD, MG, 7.62MM M122	EA	4	4	16
E1121	IIB	MOUNT, TRIPOD, MACHINE GUN,	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		LTWT MK125				
		PLANNED ALLOWANCES FOR FY-01		4	4	16
E1123	IIB	MOUNT, STANDARD CONFIGURATION	EA	4	4	16
		MK64 MOD5				
E1126	IIB	MOUNT, TRIPOD, MACHINE GUN M3	EA	8	8	32
E1150	IIB	MOUNT, RING, MACHINE GUN M66	EA	8	8	32
E1152	IIB	GOGGLES, NIGHT VISION	EA	45	50	185
		INDIVIDUAL AN/PVS7B				
E1158	VIIG	SIGHT, NIGHT VISION, WEAPON	EA	20	30	90
		INDIVIDUAL AN/PVS4				
E1159	IIB	SIGHT, NIGHT VISION, WEAPON	EA	4	4	16
		CREW SERVED AN/TVS5A				
E1160	VIIGP	SIGHT,NIGHT VISION, MINI				
		AN/PVS17				
		PLANNED ALLOWANCES FOR FY-01		20	30	90
E1165	VIIB	PERISCOPE, BC, W/E M65	EA	2	2	8
E1200	IIE	PLOTTING EQP, ARTY FIRE,	EA	2	1	7
		DIRECTION CMPLT W/CHEST				
E1210	VIIB	POSITION AZIMUTH DETERMINATION	EA		3	3
		SYS(PADS) AN/USQ70				
E1250	IIM	PISTOL, 9MM, SEMIAUTOMATIC M9	EA			
		AS PER T/O				
E1255	IIE	KIT, PURGING	EA	1		3
E1260	VIIB	QUADRANT, FIRE CONTROL, W/CASE	EA	2		6
		CARRYING M2				
E1441	IIM	RIFLE (IMPROVED), 5.56MM	EA			
		M16A2				
		AS PER T/O				
Type 2 items						
E1846	VIIB	SURVEY SET, ARTILLERY	EA		2	2

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
E1948	VIIG	TEST SET, ELECTRONIC SYSTEMS TS4348/UV	EA		4	4
E2829	IIE	KIT, TOOL, OM, F/M240 MG	EA	1	1	4
E2900	IIE	KIT, TOOL, SMALL ARMS, REPAIRMAN'S	SE	1	2	5
E3094	IIB	TOOL SET, OM, F/40MM MG MK19 MOD3	SE	1	1	4
H2015	IIE	COUPLER, AUDIO FREQUENCY CU2337/PSC2 AS REQUIRED	EA			
H2044	IIE	ANTENNA AS2259 AS REQUIRED	EA			
H2045	IIE	ANTENNA RC292 AS REQUIRED	EA			
H2055	IIB	AXLE AND CRANK ASSY RL27B AS REQUIRED	EA			
H2078	IIB	CABLE ASSEMBLY, 100FT CX11230/AG AS REQUIRED	EA			
H2079	IIB	CABLE ASSEMBLY, 1320FT CX11230/AG AS REQUIRED	EA			
H2084	IIB	CABLE ASSEMBLY, TELEPHONE 250FT CX4566A/G AS REQUIRED	EA			
H2087	IIB	CABLE ASSEMBLY, TELEPHONE 15FT CX7760A AS REQUIRED	EA			
H2100	IIB	CABLE, TELEPHONE ON RLDR8 WD1/TT AS REQUIRED	RL			
H2105	IIB	CABLE, TELEPHONE ON RL159	RL			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		WD1A2				
		AS REQUIRED				
H2190	IIE	COIL, TELEPHONE REPEATING	EA			
		C161				
		AS REQUIRED				
H2207	IIB	DISTRIBUTION BOX J1077A	EA			
		AS REQUIRED				
H2209	IIB	DISTRIBUTION BOX J2317/U	EA			
		AS REQUIRED				
H2230	IIE	RADIAC SET AN/PDR75	EA			
		AS REQUIRED				
H2240	IIE	GAUGE, GAFF TL144	EA			
		AS REQUIRED				
H2280	IIE	HEADSET, MICROPHONE	EA			
		AS REQUIRED				
H2316	IIBP	KIT, REPAIR, CABLE (FLD	EA			
		EXPEDIENT SPLICE)				
		AS REQUIRED				
H2365	IIE	RADIAC SET AN/VDR2	EA			
		AS REQUIRED				
H2372	IIE	METER, RADIAC IM143B/PD	EA			
		AS REQUIRED				
H2379	IIB	RADIO SET, CONTROL GROUP	EA			
		AN/GRA39B				
		AS REQUIRED				
H2380	IIB	REEL, EQUIPMENT CE11	EA			
		AS REQUIRED				
H2381	IIBP	REEL, CABLE, 250FT RC435/U	RL			
		AS REQUIRED				
H2385	IIB	REEL UNIT RL31E	EA			
		AS REQUIRED				
H2435	IIE	TAG, BLANK, ASSORTED COLORS	BD			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		MX893/G				
		AS REQUIRED				
H2442	IIE	TELEPHONE SET TA1/PT	EA			
		AS REQUIRED				
H2443	IIE	TELEPHONE SET TA312/PT	EA			
		AS REQUIRED				
H2510	IIB	WIRE, ELECTRICAL, SPOOL W107	SL			
		AS REQUIRED				
H3458	IIB	CABLE ASSEMBLY, FIBER OPTIC	EA			
		300M CX13295/G				
		AS REQUIRED				
H3459	IIB	CABLE ASSEMBLY, FIBER OPTIC	EA			
		1.0KM CX13295/G				
		AS REQUIRED				
H3465	IIE	TERMINAL, VOICE, NON-SECURE	EA			
		DIGITAL (DNVT) TA1042				
		AS REQUIRED				
H7015	IIE	TEST SET, ELECTRICAL CABLE	EA			
		LANTEK PRO XL				
		AS REQUIRED				
H7016	IIE	VOLTMETER 323-07M40	EA			
		AS REQUIRED				
H7017	IIE	MULTIMETER 87	EA			
		AS REQUIRED				
H7022	IIE	TEST SET, BATTERY TS/183B/U	EA			
		AS REQUIRED				
H7025	IIE	MULTIMETER, HANDHELD 27/AN	EA			
		AS REQUIRED				
H7029	IIE	TEST SET, TELECOMMUNICATION	EA			
		SYSTEM TSEPQ				
		AS REQUIRED				
H7030	IIB	MULTIMETER, DIGITAL, HANDHELD	EA			
		77/BN				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		AS REQUIRED				
H7035	VIIG	TEST SET, BATTERY TS4403A/U	EA			
		AS REQUIRED				
H7213	IIB	ROD, GROUND GP16	EA			
		AS REQUIRED				
H7218	IIE	DUMMY LOAD, ELECTRICAL 8431	EA			
		AS REQUIRED				
H7228	IIE	CASE BC5	EA			
		AS REQUIRED				
H7255	IIB	KIT, GROUNDING MK2551A	KT			
		AS REQUIRED				
H7270	IIB	INDICATOR, PHASE SEQUENCE	EA			
		60HZ K7				
		AS REQUIRED				
H7275	IIE	CABLE ASSEMBLY, ELECTRICAL	EA			
		POWER SCD11461				
		AS REQUIRED				
H7299	IIB	KIT, WORK STATION, ELECTRONIC	KT			
		MK2551A/U				
		AS REQUIRED				
H7720	IIB	CHARGER, BATTERY, UNIVERSAL,	EA			
		PORTABLE PP8444A/U				
		AS REQUIRED				
H7914	IIB	KIT, TOOL TE33	EA			
		AS REQUIRED				
H7921	IIB	ADAPTER KIT, TEST MKXXXX/U	EA			
		AS REQUIRED				
H7924	IIE	TEST SET, COMPUTER TS4516/U	EA			
		AS REQUIRED				
H7940	IIE	KIT, TOOL, COMM-ELEC, COMMON	EA			
		AS REQUIRED				
H8007	IIB	MONITOR, VGA COLOR	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8008	IIB	MONITOR, SUPER VGA COLOR	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8009	IIB	MONITOR, OVER-SIZED VGA/SUPER	EA			
		VGA				
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8010	IIB	PRINTER, DOT MATRIX	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8011	IIB	PRINTER, DOT MATRIX, WIDE	EA			
		CARRIAGE				
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8013	IIB	PRINTER, COLOR (ANY KIND)	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8016	IIB	SKETCH PAD, GRAPHIC	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8018	IIB	MODEM, 9600 BAUD (OR MORE)	EA			
		EXTERNAL				
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8019	IIB	MODEM, WIRELESS	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8021	IIB	SCANNER, BLACK AND WHITE	EA			
		AS REQUIRED				
H8025	IIB	BACKUP UNIT, TAPE, EXTERNAL	EA			
		AS REQUIRED				
H8026	IIB	COLLECTION DEVICE, DATA	EA			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
H8027	IIB	SCANNER, LASER	EA			
		AS REQUIRED				
H8028	IIB	ANTENNA	EA			
		AS REQUIRED				
H8029	IIB	PRINTER, BAR CODE	EA			
		AS REQUIRED				
H8030	IIB	CONTAINER, TRANSPORT, COMPUTER	EA			
		AS REQUIRED				
H8031	IIB	BERNOULLI DRIVE, EXTERNAL	EA			
		AS REQUIRED				
H8100	IIB	COMPUTER, LAPTOP PENT II	EA			
		ACTIVE FORCES ONLY				
		AS REQUIRED				
H8200	IIB	COMPUTER, DSKTOP PENT II	EA			
		AS REQUIRED				
H8300	IIB	COMPUTER, SRVER PENT II	EA			
		AS REQUIRED				
H8410	IIB	PRINTER, HP, LASER JET	EA			
		AS REQUIRED				
H8420	IIB	PRINTER, HP, INKJET COLOR	EA			
		AS REQUIRED				
H8430	IIB	PLOTTER, HP, DSGNJET	EA			
		AS REQUIRED				
H8440	IIB	SCANNER, HP, FLATBED COLOR	EA			
		AS REQUIRED				
J3005	IIE	BELT, SAFETY, INDUSTRIAL LC23	EA			
		AS REQUIRED				
J3040	IIE	CLIMBERS, POLE	SE			
		AS REQUIRED				
J3075	IIE	LATRINE BOX, PREFABRICATED	EA			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
J3085	IIE	LEVEL SURVEYING, HAND TYPE	EA			
		AS REQUIRED				
J3210	IIE	ROPE, MANILA, 3 STRANDS, 1/2	CL			
		IN DIA.				
		AS REQUIRED				
J3215	IIE	ROPE, MANILA, 3 STRANDS, 3/4	CL			
		IN DIA.				
		AS REQUIRED				
J3225	IIE	ROPE, SISAL, 3 STRANDS, 1 1/2	CL			
		IN				
		AS REQUIRED				
J3270	IIE	SPRAY OUTFIT, PAINT, 1 QT	EA			
		AS REQUIRED				
K4002	IIF	APRON, FOOD HANDLER'S	EA			
		WAISTBAND TYPE				
		AS REQUIRED				
K4004	IIE	ARMOR, BODY, LOWER TORSO, FRAG	EA			
		PROTECTIVE OG107				
		AS REQUIRED				
K4010	IIF	BAG, PERSONAL EFFECTS, MIL	EA			
		PERSONNEL, DECEASED				
		AS REQUIRED				
K4012	IIE	BAG, MAIL CARRIERS	EA			
		AS REQUIRED				
K4030	IIF	BAG, WATERPROOF, CLOTHING	EA			
		AS REQUIRED				
K4031	IIF	BAG, STERILIZING, WATER, 36	EA			
		GAL				
		AS REQUIRED				
K4036	IIF	BLANKET, BED, GREEN	EA			
		AS REQUIRED				
K4038	IIE	BINOCULAR SYSTEM, 7X50 M22	EA			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
K4085	IIE	BRUSH, HOOK, HAND	EA			
		AS REQUIRED				
K4108	IIE	CABINET, FILING, ADDRESS PLATE	EA			
		SBC6				
		AS REQUIRED				
K4111	IIE	CABINET, FILING, 2-DRWR	EA			
		W/COMB LOCK				
		AS REQUIRED				
K4112	IIE	CABINET, FILING, SECURITY	EA			
		AS REQUIRED				
K4128	IIE	CAN, GASOLINE, MILITARY, SCREW	EA			
		CAP				
		AS REQUIRED				
K4140	IIE	CANDLE, ILLUMINATING	EA			
		AS REQUIRED				
K4143	IIE	CANTEEN AND CARRIER	EA			
		COLLAPSIBLE, 5 QT				
		AS REQUIRED				
K4146	IIE	CARRIER, CLUB, POLICEMAN'S	EA			
		AS REQUIRED				
K4156	IIE	CASE, FIELD 1ST AID	EA			
		DRESSING-UNMTD MAGN COMPASS				
		AS REQUIRED				
K4165	IIE	CHAIR, FOLDING	EA			
		AS REQUIRED				
K4170	IIE	CHAIR, FOLDING, W/ARMS	EA			
		AS REQUIRED				
K4175	IIE	KIT, CHAPLAIN'S, CHRISTIAN	EA			
		(COMBAT)				
		AS REQUIRED				
K4179	IIE	CHEST, RECORD, FLD, COMPANY	EA			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
K4182	IIE	CHEST, PISTOL, WOOD	EA			
		AS REQUIRED				
K4183	IIE	CHEST, ARTILLERY, EMPTY	EA			
		AS REQUIRED				
K4204	IIE	CLUB, POLICEMAN'S	EA			
		AS REQUIRED				
K4222	IIE	COMPASS, MAGNETIC, UNMOUNTED	EA			
		AS REQUIRED				
K4235	IIE	CORD, EXTENSION, LIGHT, 110V	EA			
		HEAVY DUTY				
		AS REQUIRED				
K4236	IIE	COT, FOLDING, ALUMINUM AND	EA			
		NYLON				
		AS REQUIRED				
K4238	IIF	COVERALLS, MEN'S, COTTON	EA			
		SATEEN, OG				
		AS REQUIRED				
K4245	IIE	COPY MACHINE, TABLE TOP 7020S	EA			
		AS REQUIRED				
K4250	IIE	CONTAINER, WATER, PLASTIC	EA			
		AS REQUIRED				
K4267	IIE	DECONTAMINATING AGENT, STB, 50	DR			
		LB DRUM				
		AS REQUIRED				
K4270	IIE	DECONTAMINATING AGENT, 5 GAL	CN			
		DRUM DS2				
		AS REQUIRED				
K4275	IIE	DETERGENT, GP	GL			
		AS REQUIRED				
K4280	IIE	DISINFECTANT, FOOD SERVICE	BG			
		AS REQUIRED				
K4285	IIE	DISINFECTANT, GERMICIDAL AND	GL			
		FUNGICIDAL				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		AS REQUIRED				
K4286	IIE	DISPENSING PUMP, HAND DRIVEN	EA			
		AS REQUIRED				
K4287	IIE	DISPENSING PUMP, HAND DRIVEN	EA			
		AS REQUIRED				
K4288	IIT	DRILL, ELECTRIC, PORTABLE	EA			
		AS REQUIRED				
K4310	IIE	SOLVENT, CLEANING, DRY	CN			
		AS REQUIRED				
K4315	IIE	EMBOSSING MACHINE, ADDRESS	EA			
		PLATE				
		AS REQUIRED				
K4321	IIE	EXTINGUISHER, FIRE, DRY	EA			
		CHEMICAL, 10LB				
		AS REQUIRED				
K4324	IIE	EXTINGUISHER, FIRE, WATER	EA			
		HAND 2 1/2 GAL				
		AS REQUIRED				
K4342	IIE	KIT, IDENTIFICATION	EA			
		FINGERPRINT GGF355				
		AS REQUIRED				
K4343	IIE	KIT, BARBER	KT			
		AS REQUIRED				
K4344	IIE	KIT, FIRST AID, GP	EA			
		AS REQUIRED				
K4345	IIE	FLASHLIGHT, BATTERY OPERATED	EA			
		WATERPROOF				
		AS REQUIRED				
K4350	IIE	FLASHLIGHT, BATTERY OPERATED	EA			
		EXPLOSION PROOF				
		AS REQUIRED				
K4360	IIT	FLUX, SOLDERING	CN			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
K4370	IIE	FUNNEL, STEEL TINNED, CAP 1 QT	EA			
		AS REQUIRED				
K4385	IIF	GLOVE, LEATHER, WORK	PR			
		LINEMAN'S				
		AS REQUIRED				
K4390	IIT	GOGGLES, INDUSTRIAL, W/CLEAR	PR			
		GLASS LENS				
		AS REQUIRED				
K4392	IIE	GOGGLES, SUN, WIND AND DUST	PR			
		AS REQUIRED				
K4394	IIT	GRINDING MACHINE, BENCH, HAND	EA			
		OPERATED				
		AS REQUIRED				
K4400	IIE	HANDCUFFS	EA			
		AS REQUIRED				
K4410	IIB	KIT, REPAIR, TENTAGE	KT			
		AS REQUIRED				
K4411	IIE	KIT, TOOL, CANVAS, WORKERS	KT			
		AS REQUIRED				
K4412	IIE	KIT, TOOL, CARPENTER, COMPANY	EA			
		AS REQUIRED				
K4429	IIE	INSECT BAR, NYLON NETTING, COT	EA			
		TYPE OD				
		AS REQUIRED				
K4450	IIE	INSECTICIDE, 1% LINDANE	BT			
		POWDER, 3 OZ				
		AS REQUIRED				
K4490	IIT	TAPE, INSULATING, ELECTRICAL	RO			
		AS REQUIRED				
K4499	IIT	KIT, REPAIR, STEEL MEASURING	EA			
		TAPE W/CASE				
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
K4507	IIE	LANTERN, ELECT, 6V	EA			
		AS REQUIRED				
K4513	IIE	LIGHT MARKER, DISTRESS	EA			
		BATTERY OPERATED				
		AS REQUIRED				
K4520	IIE	MACHETE, HANDLE, RIGID	EA			
		AS REQUIRED				
K4522	IIF	LINE, TENT, COTTON	EA			
		AS REQUIRED				
K4528	IIE	MATTOCK, W/HANDLE, 5LB	EA			
		AS REQUIRED				
K4535	IIE	MEASURE, LIQUID, 2QT RRK260	EA			
		AS REQUIRED				
K4540	IIE	MEASURE, LIQUID, 4QT	EA			
		W/DISPENSING SPOUT				
		AS REQUIRED				
K4545	IIE	NECKLACE, PERSONNEL, ID TAG	EA			
		1 PER INDIV FMF				
K4585	IIF	NET, INSECT, HEAD, NYLON	EA			
		GREEN				
		AS REQUIRED				
K4618	IIF	OVERALLS, WET WEATHER, NYLON	EA			
		TWILL, GREEN				
		AS REQUIRED				
K4625	IIE	PADLOCK, COMBINATION, HIGH	EA			
		SECURITY				
		AS REQUIRED				
K4635	IIE	PAIL, METAL, 3 1/2GAL	EA			
		AS REQUIRED				
K4655	IIE	PANEL MARKER, FLUORESCENT, RED	EA			
		VS4/U				
		AS REQUIRED				
K4660	IIE	PANEL MARKER, FLUORESCENT	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		YELLOW VS6/U				
		AS REQUIRED				
K4665	IIE	PANEL MARKER, FLUORESCENT, RED	EA			
		AND ORANGE VS17/GVX				
		AS REQUIRED				
K4675	IIE	PANEL MARKER SET AP30D	SE			
		AS REQUIRED				
K4695	IIE	PAPER, LENS, TISSUE, BOX OF 50 BK	EA			
		AS REQUIRED				
K4700	IIE	PAPER, TOILET, ROLL TYPE	BX			
		AS REQUIRED				
K4701	IIF	PARKA, INSECT REPELLENT	EA			
		AS REQUIRED				
K4703	IIF	PARKA, WET WEATHER, LTWT	EA			
		AS REQUIRED				
K4707	IIF	PARKA, WET WEATHER	PR			
		AS REQUIRED				
K4710	IIE	PRESS, LAMINATING GBC425LM	EA			
		AS REQUIRED				
K4715	IIE	PLASTIC SHEET, 100' X 40"	RO			
		AS REQUIRED				
K4730	IIE	PLOTTING SHEETS, PLASTIC, 1000	DZ			
		METER SYSTEM SCALE				
		AS REQUIRED				
K4731	IIE	POLE, COT, FOLDING, INSECT	SE			
		BAR, SET OF FOUR				
		AS REQUIRED				
K4736	IIE	PUMP, BUCKET	EA			
		AS REQUIRED				
K4740	IIF	RAG, WIPING, 5LB BALE	BE			
		AS REQUIRED				
K4775	IIT	SCALE, BEAM INDICATING, 10LB	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		CAP				
		AS REQUIRED				
K4805	IIE	SEAL, STEEL STRAPPING	BX			
		AS REQUIRED				
K4806	IIT	SEALER, STEEL STRAPPING, HAND	EA			
		AS REQUIRED				
K4807	IIT	SEALER, STEEL STRAPPING	EA			
		AS REQUIRED				
K4810	IIE	SHEATH, MACHETE	EA			
		AS REQUIRED				
K4815	IIE	SIREN, HAND OPERATED	EA			
		W/CARRYING STRAP				
		AS REQUIRED				
K4840	IIE	SOAP, GRIT, CAKE, 4 1/2OZ	HD			
		AS REQUIRED				
K4860	IIEP	WATERPROOFING SYSTEM	EA			
		REFURBISHING, GARMENT				
		AS REQUIRED				
K4880	IIT	SOLDER, LEAD-TIN ALLOY, ROSIN	LB			
		CORD				
		AS REQUIRED				
K4895	IIE	SPOUT, CAN, FLEXIBLE, 16IN	EA			
		W/FILTER				
		AS REQUIRED				
K4898	IIE	SPRAYER, INSECTICIDE, 2GAL	EA			
		AS REQUIRED				
K4901	IIT	STAND, MAINT, AUTOMOTIVE AXLE	EA			
		FLOOR, 5T				
		AS REQUIRED				
K4903	IIT	STAND, PORTABLE, ELECTRIC	EA			
		DRILL, VERTICAL				
		AS REQUIRED				
K4910	IIT	STEEL STRAPPING, FLAT	CL			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		AS REQUIRED				
K4915	IIE	STEEL WOOL	PG			
		AS REQUIRED				
K4918	IIE	STENCIL CUTTING MACHINE, HAND OPERATED, 1IN	EA			
		AS REQUIRED				
K4925	IIE	STENCILBOARD, OILED	EA			
		AS REQUIRED				
K4941	IIE	KIT, STOVE, SURVIVAL	EA			
		AS REQUIRED				
K4946	IIE	STRAP, WEBBING, WAIST, W/QUICK RELEASE F/FRAPE FP (LINCLOE)	EA			
		AS REQUIRED				
K4947	IIT	STRETCHER, STEEL STRAPPING	EA			
		HAND, 1/2-3/4IN				
		AS REQUIRED				
K4948	IIT	STRETCHER, STEEL STRAPPING, 1	EA			
		1/4-2IN				
		AS REQUIRED				
K4950	IIF	SUITCASE, CENTER FOLDING TYPE	EA			
		AS REQUIRED				
K4951	IIE	SUPPLY SET, TYPEWRITER	SE			
		AS REQUIRED				
K4955	IIE	SUPPLY SET, OFFICE	EA			
		AS REQUIRED				
K4957	IIE	SWORD, NCO, W/SCABBARD, F/USE	EA			
		W/HONOR GUARDS				
		AS REQUIRED				
K4959	IIE	TABLE, FOLDING LEGS, WOOD TOP	EA			
		AS REQUIRED				
K4960	IIE	TABLET, PURIFICATION, WATER	BT			
		AS REQUIRED				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
K4964	IIE	TAG, IDENTIFICATION, PERSONNEL	EA			
		AS REQUIRED				
K4965	IIE	TAPE, LUMINOUS, 4IN WIDE	RO			
		AS REQUIRED				
K4975	IIIF	TAPE, PRESSURE SENSITIVE	RO			
		ADHESIVE				
		AS REQUIRED				
K4976	IIIF	TARPAULIN, 14' X 6'	EA			
		AS REQUIRED				
K4980	IIE	TAPE, PRESSURE SENSITIVE	RO			
		ADHESIVE				
		AS REQUIRED				
K4991	IIIF	TENT, CP M1945	EA			
		AS REQUIRED				
K4993	IIIF	TENT, GP, MEDIUM	EA			
		AS REQUIRED				
K4995	IIIF	TOWEL, DISH, COTTON -MED AND	EA			
		MESS USE-				
		AS REQUIRED				
K4998	IIIT	KIT, TOOL, EXPNDBLE SUPPLIES	EA			
		SET, CANVAS, WORKERS				
		AS REQUIRED				
K5009	IIIF	TROUSERS, WET WEATHER, LTWT	EA			
		AS REQUIRED				
K5011	IIE	TRUNK, LOCKER, BARRACK	EA			
		PLYWOOD				
		AS REQUIRED				
K5016	IIE	CLEANER, VACUUM HD448/U	EA			
		AS REQUIRED				
K5018	IIIF	VEST, GRENADE CARRYING, NYLON	EA			
		OG M79				
		AS REQUIRED				
K5021	IIE	VIEWER, MICROFICHE, DUAL LENS	EA			

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		AS REQUIRED				
K5022	IIE	VIEWER, MICROFICHE, DUAL LENS	EA			
		PORTABLE				
		AS REQUIRED				
K5028	IIE	WATCH, STOP	EA			
		AS REQUIRED				
K5040	IIE	WHISTLE, BALL, PLASTIC	EA			
		AS REQUIRED				
K5060	IIT	WRENCH, IMPACT PNEUMATIC	EA			
		STRAIGHT DRIVE, 3/4IN				
		AS REQUIRED				
M5000	IIE	FILLER AND BLEEDER, HYDRAULIC	EA			
		SYSTEM				
		AS REQUIRED				
M5001	IIE	CHARGER, BATTERY, AUTOMATIC	EA			
		METALLIC				
		AS REQUIRED				
M5002	IIE	CLEANER, STEAM PRESSURE, TRLR	EA			
		MTD 200C				
		AS REQUIRED				
M5005	IIE	GAUGE, TIRE, PRESSURE	EA			
		AS REQUIRED				
M5010	IIE	KIT, BATTERY, STORAGE	EA			
		AS REQUIRED				
M5015	IIE	KIT, REFLECTOR AND FLAG	EA			
		HIGHWAY				
		AS REQUIRED				
M5025	IIE	TESTER, ANTIFREEZE	EA			
		AS REQUIRED				
N1020	IIB	COMPUTER SYSTEM, BACK-UP HP71	EA			
		AS REQUIRED				
N6020	IIE	FIXTURE, MEASURING, TRIGGER	EA			
		PULL				

TAMCN	Supply Class	Description	Unit of Issue	Firing Battery	Headquarters Battery	Total
		AS REQUIRED				
N6135	IIM	SCALE, PLOTTING COORDINATE	EA			
		AS REQUIRED				
N6172	IIE	KIT, TOOL, FLD ARTY, HOWITZER	EA			
		OM M198				
		AS REQUIRED				

Table D-3. HIMARS Battalion T/E

APPENDIX E

PLANNING FACTORS

1. Background. To the extent possible, resupply requirements for the OTWV Study will be based on data extracted from existing MAA analyses and scenarios. However, planning factors will be used to determine resupply requirements for classes of supply that are not addressed in these MAA analyses and scenarios. The study team presented an initial assessment of the need for and the availability of planning factors to a SAC meeting conducted on 17 November 2000 at MCCDC. The SAC requested that the study team conduct a more detailed analysis of the availability and suitability of planning factors and incorporate that analysis into the study. This appendix contains the analysis requested.

Preliminary research identified a need for planning factors for Classes I, II, III, IV, V(W) & (A), VI, VII, VIII, and IX. Class X includes materiel to support nonmilitary nation building programs (e.g., agriculture and economic development) and is not included in Classes I-IX. Class X is outside the scope of this effort. Casualty planning factors should also be investigated since casualties may require TWV lift.

2. Data Sources. During the initial assessment of planning factors, the study team identified a number of potential sources of planning factors. We have been unable to identify additional sources since briefing the SAC on 17 November. The potential sources of planning factors previously identified are the U.S. Army's G1/G4 Battle Book, the MAGTF Data Library (MDL), the Army LEW, and the TLS. Table E-1 below provides a brief description of the planning factors provided by each source by class of supply. This matrix is followed by a detailed discussion, including a discussion of casualty planning factors and our recommendations.

(MCRP 4-11A, Vol. I, *CSS Field Reference Guide*, U.S. Marine Corps Coordinating Draft of 12 June 2000 is not included in Table E-1 below. Doctrine Division, MCCDC, stated that all rates in the document, especially the water rates, were under review and should not be used for any purpose.)

Class of Supply	G1/G4 Battle Book (U.S. Army Command and Staff College)	Logistics Estimation Workbook (LEW)	MAGTF Data Library (MDL)	Tactical Lift Study (TLS)
I	Water: No data. Meals: Identifies types of meals available.	Water: Manual entry of gallons of water per man per day. Computes total gallons. Meals: Manual entry of number and type (MRE or hot) of meals per man per day. Computes total meals, weight, cube, and pallets.	Water: Provides planning factor: -65 to 0 F: 12 gal/man/day >0 to 32 F: 10 gal/man/day >32 to 109 F: 15 gal/man/day >109 F: 24 gal/man/day. Meals: No data.	Water: Planning factors used: 4.07 gal/Marine/day 0.5 gal/vehicle/day 10 gal/aircraft engine/day 5 gal/aux power unit/day. Meals: MRE: 3/day/Marine (case= 21 lbs and 0.96 cube).
II	SWA: 2.09 lbs/man/day. NEA: 3.37 lbs/man/day.	2.09 lbs/man/day.	None.	3.67 lbs/Marine/day.
III	Bulk: No data. Packaged: .51 lbs/man/day.	Bulk: Computes bulk POL requirement for TWVs and tracked vehicles only. User inputs miles per day for wheeled vehicles, hours per day for tracked vehicles. Gallons per day computed and converted to tanker/blivet loads. Packaged: .51 lbs/man/day.	Bulk: Factors for both ground and air. Air: For 16 aircraft types provides: gallons per hour; sortie length in hours; sustained sortie rate; bulk fuel type. Ground: For 107 systems provides: consumption per hour by OPTEMPO and bulk fuel type (diesel, gas, kerosene). Packaged: For 105 ground systems provides: lube oil and gear oil per day, description, NSN and shipment configuration.	Bulk: Wheeled vehicle and specialty equipment handled separately. Wheeled Vehicles: Consumption based upon gal/hour/type vehicle. Vehicles were assumed to operate 16 hours/day. Specialty Equipment: Generators (20 hrs/day @ 1 gal/hr); engineer equipment (6 hrs/day @ 6 gal/hr). Radios mounted in vehicles (1.7 gal/hr) for 4 hours/day. Radios supported by aux power units (1 gal/hr) for 4 hrs/day. Packaged: None.
IV	Barrier: NEA: 6.25 lbs/man/day. SWA: 4.29 lbs/man/day. Construction: NEA: 3.67 lbs/man/day. SWA: 3.80 lbs/man/day.	Barrier: 6.7 lbs/man/day. Construction: 3.7 lbs/man/day.	Barrier: None. Construction: None. Lists 14 items with description, NSN, and NSN shipment configuration. No consumption or sustainment data provided.	Barrier: Combined. Construction: Combined. Single planning factor of 8.5 lbs/Marine/day.

Class of Supply	G1/G4 Battle Book (U.S. Army Command and Staff College)	Logistics Estimation Workbook (LEW)	MAGTF Data Library (MDL)	Tactical Lift Study (TLS)
V	None.	None.	Includes MCO 8010 rates. Note: Includes general data on aviation ordnance but no planned consumption rates.	Includes basic allowance and assault rates in MCO 8010 (Armor Heavy Threat).
VI	2.06 lbs/man/day temperate. 3.04 lbs/man/day trop./arid. Begins after D+60.	2.06 lbs/man/day.	Identifies male and female sundry packs. 1 pack/10 by gender/day. Includes item description, NSN, and NSN shipment configuration.	3.2 lbs/day/Marine.
VII	No data.	LEW includes factors to estimate vehicle losses per day based upon type operation. Also computes recovery and maintenance requirements for damaged vehicles.	No planning factors. Includes 1070 items with description, NSN, and NSN configuration.	Uses CARFs.
VIII	MTW(SWA): 1.47 lbs/man/day. MTW(NEA): 1.10 lbs/man/day. Rates for medical support to Army division.	1.47 lbs/man/day.	No planning factors. Includes 24 Amal items, item descriptions, NSN, and NSN configuration.	1.22 lbs/day/Marine.
IX	2.5 lbs/man/day.	None.	No planning factors. Includes 1070 items, item descriptions, NSN, and NSN configuration. Note: Usage rates of lbs per day and cubic feet per day columns are blank.	2.5 lbs/day/Marine.

Note: Class V(A) is being considered as a separate issue since there appears to be sufficient TWV lift in the FSSG and MWSS. Class X is nonmilitary materiel, which includes materiel to support nation-building programs (e.g., agriculture and economic development) that is not included in Classes I-IX.

Table E-1. Sustainment Planning Factors Comparison Matrix

3. Discussion. The following provides a short overview of the various planning factor sources presented in the table above.

G1/G4 Battle Book. The G1/G4 Battle Book is a student text used at the U.S. Army Command and General Staff College, Fort Leavenworth, Kansas. The text provides students with information necessary to conduct logistical planning for Army operations. The source document for the G1/G4 Battle Book is the Operations Logistics Planner (OPLOGPLN) developed under the guidance of the U.S. Army Combined Arms Support Command (CASCOC). The OPLOGPLN contains the logistics planning factors that CASCOC developed and Headquarters, Department of the Army (HQDA) officially endorsed. The planning factors contained in OPLOGPLN replace the numbers previously published in FM 101-10-1/2.

LEW. LEW is an Excel spreadsheet developed by a U.S. Army National Guard Officer as part of his Master's Thesis. The LEW has been incorporated into the Supply Operations Course at the Army Logistics Management College, Fort Lee, Virginia. It is designed to serve as a logistics planning tool for support of major exercises or operations. It is based upon the Army planning factors contained in the U.S. Army's FM 101-10-1/2, which is no longer in publication. It is an unofficial system.

MDL. The MDL contains the reference files used by the MAGTF II/LOGAIS family of systems. The MDL is a resource from which logisticians can rapidly retrieve data. The MDL uses more than 50 authoritative sources and has implemented quality assurance checks for data. The MDL is distributed to application users via CD ROM. The MDL replaces volumes of publications and reference documents with a single CD ROM. Conceptually, the MDL should be the source document for all logistic planning factors and should ensure standardization. In reality, as confirmed in conversations with SMEs and logistic planners, the sustainment factors in the MDL are not systemically reviewed, quality checked, or updated and, consequently, are of questionable utility. There is a contractual effort currently underway to develop a Stand-Alone Sustainment Computation System.

TLS. The TLS was initiated in July 1997 to update the Marine Corps Mission Area Analysis for Transportation (MAA 43 of April 1993). The TLS addressed the tactical lift requirement of the entire MAGTF. During the conduct of the study, sustainment planning factors and consumption rates for all classes of supply, less Class VII, were developed. These factors were developed by analysts of the MAA Branch of the Studies and Analysis Division of MCCDC and reviewed and approved by the SAC. The supply Classes I, II, IV, VI, VIII, and IX were derived from FM 101-10-1/2. Ammunition, Class V(W), was taken from MCO 8010 1E. Fuel consumption rates come from FMFM 5-35 and the Tactical Fuel Study (PRC 1998).

4. Recommendations

Class I. Recommend the TLS water factors. For meals, recommend three meals per day. Four meals a day should be issued when temperature is below freezing.

Class II. Recommend the TLS factor. The Army factors are slightly less but indicate the TLS factors are reasonable.

Class III. Recommend the TLS factors. These factors are consistent with both the Tactical Fuel Study of 1997 and the MDL factors.

Class IV. Recommend the TLS factor. This factor is approximately the same as the Army's planning factor, which indicates the factor is reasonable.

Class V. Recommend use of the MCO 8010E factors.

Class VI. Recommend use of the TLS factor. This factor is approximately the same as the Army's planning factor, which indicates the factor is reasonable.

Class VII. Use current CARF values.

Class VIII. Use the TLS factor. This factor is approximately the same as the Army's planning factor, which indicates the factor is reasonable.

Class IX. Recommend the TLS factor. This factor is the same as the Army's.

Casualty Planning Factors. Based on discussions with SMEs, we understand that casualty evacuation and individual replacement will be accomplished by opportune lift. Synopses of conversations with SMEs follow:

- Major Waugh, Manpower Department, recommended that we use the standard casualty rates for the OTWV Study, as these rates should be adequate for our macro-level requirements. The recommended casualty rates range between 0 and 17 casualties per thousand personnel per day, with mid-level combat intensity at 10 and high-level combat intensity at 17.
- Major Waugh also described the planned replacement system procedures for the first 30 days of combat. In-country replacement units will be immediately activated and filled with active duty personnel, such as students, non-FMF billeted personnel, and so on. Individual replacements will be moved to units to replace casualties immediately depending on available lift.
- LCDR Tom Dacorta, USN, Medical Requirements Officer, MCCDC, explained that Marine battalion aid stations do have ambulances, a HMMWV variant. It is presently being planned that each MARDIV will receive 96 Internally Transported Vehicles-Ambulance (ITV-A). The ITV-A is dedicated for evacuation of casualties to the rear. Since it is a special purpose (SP) vehicle, it would not be considered as an asset available for the total lift requirement. Also, casualties should not be considered part of the lift requirement since there are dedicated ambulances for them and additional lift will be made available through opportune lift.

Therefore, we will consider the evacuation of casualties and the transport of individual replacements as having no impact on the TWV lift requirement. We will also assume that unit

strengths will be maintained. Casualties will not impact supplies that are determined based on unit strength. The Class VIII factor will be used to determine the medical supply lift requirement.

APPENDIX F

NOTIONAL MAGTF

In response to the study team's proposed notional MAGTF, the Government provided the study team with the notional MAGTF at Table 1 on 28 November 2000 for use in the study. This notional MAGTF will be used throughout the study, for example, in scaling the lift requirement from the various scenarios, to provide an equivalent basis for analysis.

During the literature search, the study team identified several elements of the notional MAGTF that require update. Specifically, the MEF liaison companies are now Marine liaison elements. We have made adjustments accordingly. In addition, the notional MAGTF identifies a number of squadrons being equipped with the Joint Strike Fighter (JSF). Current fielding plans indicate that the first Marine Corps JSF squadron will be operational in 2010, beyond the 2007 baseline for this study effort. To accommodate this reality, we have used the AV-8B squadron for the notional MAGTF VMFA (20 JSF) and the F/A-18 A-D for the VMFA (12 JSF). Current plans call for the fielding of the JSF to the Marine Corps to continue beyond 2015. However, under current plans, there will be sufficient JSF fielded to support the 2015 scenario. The MV-22 Osprey will be partially fielded in 2007. Osprey use will be in conformance with the scenarios.

MAGTF Element	Unit/Organization
Command Element (CE)	MEF CE
	MEF HQ Group
	Intelligence Battalion HQ
	HQ Company
	Production & Analysis Company
	HUMINT Company
	MCISU
	Communications Battalion HQ Company
	General Support Company
	Direct Support Company A
	Direct Support Company B
	Direct Support Company C
	Service Company
	Force Recon Company
	Marine Liaison Element A
	Marine Liaison Element B
	Radio Battalion H&S Company
	Radio Company A
	Radio Company B
Ground Combat Element	GCE/MARDIV Headquarters
	HQ Battalion H&S Company
	Communications Company
	Truck Company
	MP Company
	Div Recon Battalion

MAGTF Element	Unit/Organization
	Regimental HQ #1
	Infantry Battalion 1-1
	Infantry Battalion 2-1
	Infantry Battalion 3-1
	Regimental HQ #2
	Infantry Battalion 1-2
	Infantry Battalion 2-2
	Infantry Battalion 3-2
	Regimental HQ #3
	Infantry Battalion 1-3
	Infantry Battalion 2-3
	Infantry Battalion 3-3
	Artillery Regiment HQ
	Artillery Battalion #1 HQ
	Artillery Battery 1-A
	Artillery Battery 1-B
	Artillery Battery 1-C
	Artillery Battalion #2 HQ
	Artillery Battery 2-A
	Artillery Battery 2-B
	Artillery Battery 2-C
	Artillery Battalion #3 HQ
	Artillery Battery 3-A
	Artillery Battery 3-B
	Artillery Battery 3-C
	Artillery Battalion #4 HQ
	Artillery Battery 4-A
	Artillery Battery 4-B
	Artillery Battery 4-C
	Tank Battalion HQ
	Tank Company A
	Tank Company B
	Tank Company C
	Tank Company D
	AAAV Battalion HQ
	AAAV Company A
	AAAV Company B
	AAAV Company C
	AAAV Company D
	Combat Engineer Battalion HQ
	Combat Engineer Company A
	Combat Engineer Company B
	Combat Engineer Company C
	Combat Engineer Company D
	Engineer Support Company
	LAR Battalion HQ
	LAV Company A

MAGTF Element	Unit/Organization
	LAV Company B
	LAV Company C
	LAV Company D
	LAV AD Platoon
Air Combat Element	
	MAW HQ
	DS Team
	DS Team
	DS Team
	DS Team
	SSC Team
	Calibration Lab
	MWHS
	MACG HQ
	MTACS
	MACS HQ
	TAOC Det
	ATC Det (1 of 4)
	ATC Det (2 of 4)
	ATC Det (3 of 4)
	ATC Det (4 of 4)
	EW/C Det
	MWCS HQ
	MWCS Comm Det A
	MWCS Comm Det B
	MASS
	LAAD Battalion HQ
	LAAD Battalion H&S Battery
	LAAD Battalion H&S Battery Det
	LAAD Firing Battery A
	LAAD Firing Battery B
	MWSG HQ
	MWSS (RW)
	MWSS (RW)
	MWSS (FW)
	MWSS (FW)
	MAG (RW) HQ #1
	MALS (RW) #1
	MAG (RW) HQ #2
	MALS (RW) #2
	HMH Squadron #1 (16 CH-53E)
	HMH Squadron #2 (16 CH-53E)
	HMLA Squadron #1 (9 UH-1Y/18 AH-1Z)
	HMLA Squadron #2 (9 UH-1Y/18 AH-1Z)
	VMM Squadron #1 (12 MV-22)
	VMM Squadron #2 (12 MV-22)
	VMM Squadron #3 (12 MV-22)

MAGTF Element	Unit/Organization
	VMM Squadron #4 (12 MV-22)
	VMM Squadron #5 (12 MV-22)
	VMM Squadron #6 (12 MV-22)
	VMM Squadron #7 (12 MV-22)
	VMM Squadron #8 (12 MV-22)
	MAG (FW) HQ #1
	MAG (FW) HQ #2
	MALS (FW) #1
	MALS (FW) #2
	VGMR (12 KC-130J/4 KC-130)
	VMFA #1 (12 JSF)
	VMFA #2 (12 JSF)
	VMFA #3 (12 JSF)
	VMFA #4 (12 JSF)
	VMFA #5 (20 JSF)
	VMFA #6 (20 JSF)
	VMFA #7 (20 JSF)
	VMFA #8 (20 JSF)
	VMFA #9 (12 JSF)
	VMFA #10 (12 JSF)
	VMAQ #1 (5 EA-6B)
	VMAQ #2 (5 EA-6B)
	VMU (VTUAV)
Combat Service Support Element	H&S Battalion FSSG HQ Company
	Service Company
	Communications Company
	MP Company
	Engr Supt Battalion H&S Company
	Engr Spt Company
	Bridge Company
	Engineer Company A
	Engineer Company B
	Engineer Company C
	Bulk Fuel Company
	Supply Battalion H&S Company
	Supply Company
	Medical Logistics Company
	Ammunition Company
	Maintenance Battalion H&S Company
	Elec Maint Company
	Engr Maint Company
	MT Maint Company
	Ordnance Maint Company
	GS Maint Company
	Transportation Support Battalion H&S Company
	Beach & Term Ops Company

MAGTF Element	Unit/Organization
	Landing Support Company
	Support Company
	DS MT Company A
	DS MT Company B
	GS MT Company
	Medical Battalion H&S Company
	Surgical Company A
	Surgical Company B
	Surgical Company C
	Dental Battalion H&S Company
	Dental Company A
	Dental Company B
	Dental Company C

Table F-1. Notional MAGTF

APPENDIX G

FORCES

This appendix presents the MAGTF distribution, by location, for the five study scenarios. For each scenario, the units that comprise the MAGTF are identified along with the distribution, by number of personnel, to each of the scenario locations. This distribution was input to the lift requirements analysis presented in section 4 of the main report. The information is presented as follows:

- SWA Halt 2007
 - Table G-1. Command Element
 - Table G-2. Ground Combat Element
 - Table G-3. Air Combat Element
 - Table G-4. Combat Service Support Element
- SWA 2007 Extended Scenario
 - Table G-5. Command Element
 - Table G-6. Ground Combat Element
 - Table G-7. Air Combat Element
 - Table G-8. Combat Service Support Element
- NEA 2007
 - Table G-9. Command Element
 - Table G-10. Ground Combat Element
 - Table G-11. Air Combat Element
 - Table G-12. Combat Service Support Element
- NEA 2007 Extended
 - Table G-13. Command Element
 - Table G-14. Ground Combat Element
 - Table G-15. Air Combat Element
 - Table G-16. Combat Service Support Element
- OMTFS 2015
 - Table G-17. Command Element
 - Table G-18. Ground Combat Element
 - Table G-19. Air Combat Element
 - Table G-20. Combat Service Support Element

Unit	SWA MEB Total Personnel	Main Body	Screening Force
DET, DIV HQ (MEB CE)	96	96	
DET, COMM CO	17	17	
TRUCK PLAT (REIN), TRUCK CO			
TRUCK PLAT	59	59	0
DET, MAINT PLAT			
UNIT MAINT CHIEF	0	1	0
AUTO MECHS	0	5	0
MP PLAT (REIN), MP CO			
MP PLAT	27	27	0
CRIMINAL INVESTIGATOR	2	2	0
RECON CO (REIN), RECON BN			
RECON CO	66	0	66
DET, AMPHIB EQPT SECT	2	0	2
DET, DIVING SECT	0	0	2
FMF RECON CORPSMAN	0	0	3
RADIO CO, RADIO BN	103	69	34
Total	372	276	107

Table G-1. Command Element, SWA Halt 2007

Major Unit	Subordinate Unit	Total Per.	Covering Force	Main Body
Inf Rgt 1	Hq Co	206	0	206
Inf Bn 1-1	H&S Co	269	0	269
Inf Bn 1-1	Wpns Co	146	0	146
Inf Bn 1-1	Rifle Co 1-1-1	182	0	182
Inf Bn 1-1	Rifle Co 1-1-2	182	0	182
Inf Bn 1-1	Rifle Co 1-1-3	182	0	182
Inf Bn 1-2	H&S Co	269	0	269
Inf Bn 1-2	Wpns Co	146	0	146
Inf Bn 1-2	Rifle Co 1-2-1	182	0	182
Inf Bn 1-2	Rifle Co 1-2-2	182	0	182
Inf Bn 1-2	Rifle Co 1-2-3	182	0	182
Inf Bn 1-3	H&S Co	269	0	269

Major Unit	Subordinate Unit	Total Per.	Covering Force	Main Body
Inf Bn 1-3	Wpns Co	146	0	146
Inf Bn 1-3	Rifle Co 1-3-1	182	0	182
Inf Bn 1-3	Rifle Co 1-3-2	182	0	182
Inf Bn 1-3	Rifle Co 1-3-3	182	0	182
Arty Bn 1	HQ Btry	200	0	200
Arty Bn 1	How Btry 1	182	0	182
Arty Bn 1	How Btry 2	182	0	182
Arty Bn 1	How Btry 3	182	0	182
Arty Bn 2	How Btry 4	182	0	182
Arty Bn 3	How Btry 5	182	0	182
				0
Cbt Engr Bn	Cbt Engr Co 1	114	0	114
	Total	4313		4313
Tank Bn	H&S Co	494	297	197
Tank Bn	Tank Co 1	86	86	0
Tank Bn	Tank Co 2	86	86	0
Tank Bn	Tank Co 3	86	86	0
Tank Bn	Tank Co 4	86	0	86
	Total	838	555	283
AAV Bn	H&S Co	381	0	229
AAV Bn	AAV Co	196	0	196
AAV Bn	AAV Co	196	0	196
	Total	773		773
LAR Bn	H&S Co	425	425	0
LAR Bn	LAV Co 1	139	139	0
LAR Bn	LAV Co 2	139	139	0
LAR Bn	LAV Co 3	139	139	0
	Total	842	842	0

Table G-2. Ground Combat Element, SWA Halt 2007

Major Unit	Subordinate Unit	SWA MEB Total Per.	Screening Force	Main Body	FARP 1	FARP 2	R/W Airfield	F/W Airfield
MAW HQ		126	0	0	0	0	63	63
DS Team		8	0	0	0	0	0	8
DS Team		0	0	0	0	0	0	0
DS Team		0	0	0	0	0	0	0
DS Team		0	0	0	0	0	0	0
SSC Team		11	0	0	0	0	0	11
Calib Lab		28	0	0	0	0	0	28
MWHS		53	0	0	0	0	21	32
	Total	226	0	0	0	0	84	142
MACG	HQ MACG	18	0	0	0	0	0	18
MACG	MTACS	70	0	0	0	0	0	70
LAAD BN	HQ	0	0	0	0	0	0	37
LAAD BN	H&S Btry (-)	0	0	0	0	0	0	0
LAAD BN	H&S Det	27	0	0	0	27	0	0
LAAD BN	LAAD Btry	145	30	45	16	16	19	19
LAAD BN	LAAD Btry	0	0	0	0	0	0	0
MACG	MASS	90	25	65	0	0	0	0
	Total	350	55	110	16	43	19	107
MACS	HQ MACS (Rein)	64	0	0	0	64	0	0
MACS	ATC Det	76	0	0	10	0	66	0
MACS	ATC Det	76	0	0	0	10	0	66
MACS	ATC Det	0	0	0	0	0	0	0
MACS	ATC Det	0	0	0	0	0	0	0
MACS	TAOC Det	99	0	0	0	99	0	0
MACS	EW/C Det	0	0	0	0	0	0	0
	Total	315	0	0	10	173	66	66
MACS	HQ MACS (Rein)	0	0	0	0	0	0	0
MACS	ATC Det	0	0	0	0	0	0	0

Major Unit	Subordinate Unit	SWA MEB Total Per.	Screening Force	Main Body	FARP 1	FARP 2	R/W Airfield	F/W Airfield
MACS	ATC Det	0	0	0	0	0	0	0
MACS	ATC Det	0	0	0	0	0	0	0
MACS	ATC Det	0	0	0	0	0	0	0
MACS	TAOC Det	0	0	0	0	0	0	0
MACS	EW/C Det	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0
MWCS	HQ	0	0	0	0	0	0	0
	Det A	248	0	0	0	124	0	124
	Det A	0	0	0	0	0	0	0
	Total	248	0	0	0	124	0	124
MWSG	MWSG HQ	0	0	0	0	0	0	0
	MWSS (RW)	566	0	0	20	20	526	0
	MWSS (RW)	0	0	0	0	0	0	0
	MWSS (FW)	659	0	0	0	0	0	659
	MWSS (FW)	0	0	0	0	0	0	0
	Total	1225	0	0	20	20	526	659
MAG (RW) (Rein)	HQ	38	0	0	0	0	38	0
	MALS (RW)	29	0	0	0	0	29	0
	HMH	284	0	0	0	0	284	0
	HMH	0	0	0	0	0	0	0
	HMLA	398	0	0	40	40	318	0
	VMM	0	0	0	0	0	0	0
	VMM	0	0	0	0	0	0	0
	VMM	0	0	0	0	0	0	0
	HMM	158	0	0	0	0	158	0
	HMM	158	0	0	0	0	158	0
	HMM	0	0	0	0	0	0	0
	VMU	198	0	0	0	198	0	0
	VMA	0	0	0	0	0	0	0
	VMA	0	0	0	0	0	0	0

Major Unit	Subordinate Unit	SWA MEB Total Per.	Screening Force	Main Body	FARP 1	FARP 2	R/W Airfield	F/W Airfield
	VMA	0	0	0	0	0	0	0
	Total	1263	0	0	40	238	985	0
MAG (FW) (-)	HQ	38	0	0	0	0	0	38
	MALS (FW)	1	0	0	0	0	0	1
	VMGR	25	0	0	0	0	0	25
	VMGR Det	144	0	0	0	0	0	144
	VMGR Det	144	0	0	0	0	0	144
	VMFA	179	0	0	0	0	0	179
	VMFA	179	0	0	0	0	0	179
	VMFA	0	0	0	0	0	0	0
	VMFA	0	0	0	0	0	0	0
	VMFA(AW)	210	0	0	0	0	0	210
	VMFA(AW)	0	0	0	0	0	0	0
	VMFA(AW)	0	0	0	0	0	0	0
	VMA	272	0	0	0	0	0	272
	VMAQ	175	0	0	0	0	0	175
	VMAQ	0	0	0	0	0	0	0
	VMU	0	0	0	0	0	0	0
	Total	1367	0	0	0	0	0	1367

Table G-3. Air Combat Element, SWA Halt 2007

Major Unit	Subordinate Unit	SWA MEB Total Per.	MCSSD 1	MCSSD 2	FCSSA	CSSA	R/W Airfield	F/W Airfield
CE								
H&S BN FSSG								
	HQ Co	118	0	0	93	25	0	0
	SVC Co	101	0	0	90	11	0	0

Major Unit	Subordinate Unit	SWA MEB Total Per.	MCSSD 1	MCSSD 2	FCSSA	CSSA	R/W Airfield	F/W Airfield
	Comm Co	111	0	0	90	21	0	0
	MP Co	97	0	0	65	32	0	0
	Total	427	0	0	320	79	0	0
Engr Supp Bn								
	H&S Co	44	10	10	15	9	0	0
	Engr Spt Co	153	0	0	70	20	30	33
	Bridge Co	0	0	0	0	0	0	0
	Engr Co	128	20	20	41	22	10	15
	Engr Co	0	0	0	0	0	0	0
	Engr Co	0	0	0	0	0	0	0
	Bulk Fuel	127	20	20	45	22	10	10
	Total	452	50	50	171	73	50	58
Supply Bn								
	H&S Co	19	0	0	12	7	0	0
	Sup Co	77	13	13	20	10	10	11
	Med Log	20	3	3	3	2	4	5
	Ammo Co	81	16	16	16	16	8	9
	Total	197	32	32	51	35	22	25
Maint Bn								
	H&S Co	7	0	0	4	3	0	0
	Elec Maint	18	0	0	10	8	0	0
	Engr Maint	60	8	8	20	14	5	5
	MT Maint	34	3	3	12	10	3	3
	Ord Maint	39	6	6	10	7	5	5
	GS Maint	23	3	3	12	5	0	0
	Total	181	20	20	68	47	13	13
Trans Support Bn								
	H&S Co	18	0	0	10	8	0	0
	Beach and Terminal Ops Co	53	10	10	18	15	0	0
	LS Co	125	25	25	35	20	20	0
	LS Co		0	0	0	0	0	0
	LS Co		0	0	0	0	0	0

Major Unit	Subordinate Unit	SWA MEB Total Per.	MCSSD 1	MCSSD 2	FCSSA	CSSA	R/W Airfield	F/W Airfield
	Spt Co	51	10	10	17	14	0	0
	DS MT Co	167	31	31	40	45	10	10
	DS MT Co	0	0	0	0	0	0	0
	GS MT Co	176	34	34	48	40	10	10
	Total	590	110	110	168	142	40	20
Med Bn								
	H&S Co	109	0	0	67	42	0	0
	Surgical Co	131	0	0	131	0	0	0
	Surgical Co	0	0	0	0	0	0	0
	Surgical Co	0	0	0	0	0	0	0
	Total	240	0	0	198	42	0	0
Dental Bn								
	H&S Co	0	0	0	0	0	0	0
	Dental Co	15	0	0	15	0	0	0
	Dental Co	0	0	0	0	0	0	0
	Dental Co	0	0	0	0	0	0	0
	Total	15	0	0	15	0	0	0
		2102	212	212	991	418	125	116

Table G-4. Combat Service Support Element, SWA Halt 2007

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	MEF CP
MEF Command Element		274	0	0	0	274
MEF Headquarters Group		227	0	0	0	227
MEF Headquarters Group	Intel Bn HQ	33	0	0	0	33
MEF Headquarters Group	HQ Co	71	11	11	11	38
MEF Headquarters Group	P&A Co	97	2	2	2	91
MEF Headquarters Group	HUMINT Co	117	25	25	25	42
MEF Headquarters Group	MCISU	68	0	0	0	68
Comm Bn	Hq Co	267	0	0	0	267
Comm Bn	GS Co	258	0	0	0	258
Comm Bn	DS Co 1	131	30	0	0	101
Comm Bn	DS Co 2	131	0	30	0	101
Comm Bn	DS Co 3	131	0	0	30	101
Comm Bn	SVC Co	397	0	0	0	397
Force Recon Co		174	19	38	19	98
Marine Liaison Co		96	20	20	20	36
	Total	2472	107	126	107	2132
Radio Bn	H&S Co	380	0	50	50	280
Radio Bn	Co 1	103	0	103	0	0
Radio Bn	Co 2	103	0	0	103	0
Radio Bn	Co 3	0	0	0	0	0
MLRS BN (Army)	Hq, HQ and Service Btry	126	0	0	0	126
MLRS BN (Army)	Firing Btry 1	90	0	0	0	90
MLRS BN (Army)	Firing Btry 2	90	0	0	0	90
MLRS BN (Army)	Firing Btry 3	90	0	0	0	90
	Total	982	0	153	153	676

Table G-5. Command Element, SWA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	DIV CP
MARDIV HQ		316	0	0	0	316
Hq Bn	H&S Co	176	0	0	0	176
Hq Bn	Comm Co	307	0	0	0	307
Hq Bn	Truck Co	224	0	0	0	224
Hq Bn	MP Co	71	0	0	0	71
Hq Bn	Recon Bn	263	73	73	73	44
	Total	1357	73	73	73	1138
Inf Rgt 1	Hq Co	206	206	0	0	0
Inf Bn 1-1	H&S Co	269	259	0	0	0
Inf Bn 1-1	Wpns Co	146	146	0	0	0
Inf Bn 1-1	Rifle Co 1-1-1	182	182	0	0	0
Inf Bn 1-1	Rifle Co 1-1-2	182	182	0	0	0
Inf Bn 1-1	Rifle Co 1-1-3	182	182	0	0	0
Inf Bn 1-2	H&S Co	269	259	0	0	0
Inf Bn 1-2	Wpns Co	146	146	0	0	0
Inf Bn 1-2	Rifle Co 1-2-1	182	182	0	0	0
Inf Bn 1-2	Rifle Co 1-2-2	182	182	0	0	0
Inf Bn 1-2	Rifle Co 1-2-3	182	182	0	0	0
Inf Bn 1-3	H&S Co	269	259	0	0	0
Inf Bn 1-3	Wpns Co	146	146	0	0	0
Inf Bn 1-3	Rifle Co 1-3-1	182	182	0	0	0
Inf Bn 1-3	Rifle Co 1-3-2	182	182	0	0	0
Inf Bn 1-3	Rifle Co 1-3-3	182	182	0	0	0
Inf Rgt 2	Hq Co	206	0	206	0	0
Inf Bn 2-1	H&S Co	269	0	259	0	0
Inf Bn 2-1	Wpns Co	146	0	146	0	0
Inf Bn 2-1	Rifle Co 2-1-1	182	0	182	0	0
Inf Bn 2-1	Rifle Co 2-1-2	182	0	182	0	0
Inf Bn 2-1	Rifle Co 2-1-3	182	0	182	0	0
Inf Bn 2-2	H&S Co	269	0	259	0	0
Inf Bn 2-2	Wpns Co	146	0	146	0	0
Inf Bn 2-2	Rifle Co 2-2-1	182	0	182	0	0
Inf Bn 2-2	Rifle Co 2-2-2	182	0	182	0	0
Inf Bn 2-2	Rifle Co 2-2-3	182	0	182	0	0
Inf Bn 2-3	H&S Co	269	0	259	0	0
Inf Bn 2-3	Wpns Co	146	0	146	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	DIV CP
Inf Bn 2-3	Rifle Co 2-3-1	182	0	182	0	0
Inf Bn 2-3	Rifle Co 2-3-2	182	0	182	0	0
Inf Bn 2-3	Rifle Co 2-3-3	182	0	182	0	0
Inf Rgt 3	Hq Co	206	0	0	206	0
Inf Bn 3-1	H&S Co	269	0	0	259	0
Inf Bn 3-1	Wpns Co	146	0	0	146	0
Inf Bn 3-1	Rifle Co 3-1-1	182	0	0	182	0
Inf Bn 3-1	Rifle Co 3-1-2	182	0	0	182	0
Inf Bn 3-1	Rifle Co 3-1-3	182	0	0	182	0
Inf Bn 3-2	H&S Co	269	0	0	259	0
Inf Bn 3-2	Wpns Co	146	0	0	146	0
Inf Bn 3-2	Rifle Co 3-2-1	182	0	0	182	0
Inf Bn 3-2	Rifle Co 3-2-2	182	0	0	182	0
Inf Bn 3-2	Rifle Co 3-2-3	182	0	0	182	0
Inf Bn 3-3	H&S Co	269	0	0	259	0
Inf Bn 3-3	Wpns Co	146	0	0	146	0
Inf Bn 3-3	Rifle Co 3-3-1	182	0	0	182	0
Inf Bn 3-3	Rifle Co 3-3-2	182	0	0	182	0
Inf Bn 3-3	Rifle Co 3-3-3	182	0	0	182	0
	Total	9267	3059	3059	3059	0
Arty Rgt	Hq Btry	380	12	24	12	332
Arty Bn 1	HQ Btry	200	189	0	0	0
Arty Bn 1	How Btry 1	182	147	0	0	0
Arty Bn 1	How Btry 2	182	147	0	0	0
Arty Bn 1	How Btry 3	182	147	0	0	0
Arty Bn 2	HQ Btry	200	0	189	0	0
Arty Bn 2	How Btry 1	182	0	147	0	0
Arty Bn 2	How Btry 2	182	0	147	0	0
Arty Bn 2	How Btry 3	182	0	147	0	0
Arty Bn 3	HQ Btry	200	0	0	189	0
Arty Bn 3	How Btry 1	182	0	0	147	0
Arty Bn 3	How Btry 2	182	0	0	147	0
Arty Bn 3	How Btry 3	182	0	0	147	0
Arty Bn 4	HQ Btry	200	0	0	0	189
Arty Bn 4	How Btry 1	182	0	0	0	147
Arty Bn 4	How Btry 2	182	0	0	0	147

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	DIV CP
Arty Bn 4	How Btry 3	182	0	0	0	147
	Total	3364	642	654	642	962
Tank Bn	H&S Co	494	0	370	124	0
Tank Bn	Tank Co A	86	0	86	0	0
Tank Bn	Tank Co B	86	0	86	0	0
Tank Bn	Tank Co C	86	0	86	0	0
Tank Bn	Tank Co D	86	0	0	86	0
	Total	838	0	628	210	0
AAA Bn	H&S Co	381	0	201	180	0
AAA Bn	AAA Co A	196	0	196	0	0
AAA Bn	AAA Co B	196	0	196	0	0
AAA Bn	AAA Co C	196	0	0	196	0
AAA Bn	AAA Co D	196	0	0	196	0
	Total	1165	0	593	572	0
Cbt Engr Bn	H&S Co	171	85	43	43	0
Cbt Engr Bn	Cbt Engr Co 1	114	114	0	0	0
Cbt Engr Bn	Cbt Engr Co 2	114	114	0	0	0
Cbt Engr Bn	Cbt Engr Co 3	114	0	114	0	0
Cbt Engr Bn	Cbt Engr Co 4	114	0	0	114	0
Cbt Engr Bn	Engr Spt Co	259	0	0	0	132
	Total	886	313	157	157	132
LAR Bn	H&S Co	425	0	326	99	0
LAR Bn	LAV Co 1	139	0	139	0	0
LAR Bn	LAV Co 2	139	0	139	0	0
LAR Bn	LAV Co 3	139	0	139	0	0
LAR Bn	LAV Co 4	139	0	0	139	0
LAR Bn	LAV-AD	83	0	83	0	0
	Total	1064	0	826	238	0

Table G-6. Ground Combat Element, SWA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	MEF CP	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	FARP 3	FW Aflid 1	FW Aflid 2	RW Aflid 1	RW Aflid 2
MAW HQ		336	50	0	0	0	0	0	0	36	116	134	
DS Team		8	0	0	0	0	0	0	8	0	0	0	0
DS Team		8	0	0	0	0	0	0	0	8	0		
DS Team		8	0	0	0	0	0	0	0	0	8		
DS Team		8	0	0	0	0	0	0	0	0	8		
SSC Team		11	0	0	0	0	0	0	0	11	0		
Calib Lab		28	0	0	0	0	0	0	0	0	28		
MWHS		64	0	0	0	0	0	0	0	0	0	64	
	Total	471		0	0	0	0	0	8	55	160		
MACG	HQ MACG	56	6	0	0	0	0	0	0	0	0	50	0
MACG	MTACS	127	30	0	0	0	0	0	0	0	0	97	0
LAAD BN	HQ	37	0	9	0	0	0	0	0	3	0	25	0
LAAD BN	H&S Btry (-)	44		28	0	0	0	0	0	0	0	16	0
LAAD BN	H&S Det	27		0	0	0	0	0	0	27	0	0	0
LAAD BN	LAAD Btry	145	16	43	43	43	0	0	0	0	0	0	0
LAAD BN	LAAD Btry	145		0	0	0	16	16	16	32	32	17	16
MACG	MASS	235	94	47	47	47	0	0	0	0	0	0	0
	Total	816		149	193	0	0	0	27	142	305	0	0
MACS	HQ MACS (Rein)	198		0	0	0	89	0	30	0	79		
MACS	ATC Det	76		0	0	0			0	76	0		
MACS	ATC Det	76		0	0	0			0	0	76		
MACS	ATC Det	76		0	0	0			0	0	0	76	
MACS	ATC Det	76		0	0	0			0	0	0		76
MACS	TAOC Det	99		0	0	0	99		0	0	0		
MACS	EW/C Det	81		0	0	0		0	81	0	0		
	Total	682		0	0	0	188		111	76	155	76	76
MACS	HQ MACS	198		0	0	0			0	0	0		

Major Unit	Subordinate Unit	Total Per.	MEF CP	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	FARP 3	FW Aflid 1	FW Aflid 2	RW Aflid 1	RW Aflid 2
	(Rein)												
MACS	ATC Det	76		0	0	0			0	0	0		
MACS	ATC Det	76		0	0	0			0	0	0		
MACS	ATC Det	76		0	0	0			0	0	0		
MACS	ATC Det	76		0	0	0			0	0	0		
MACS	TAOC Det	99		0	0	0			0	0	0		
MACS	EW/C Det	81		0	0	0			0	0	0		
				0	0	0			0	0	0		
MWCS	HQ	60		0	0	0	6	6	6	11	11	10	10
	Det A	248	40	0	0	0	15	0	0	0	0	115	78
	Det B	248		0	0	0	60	0	35	76	77		
		556		0	0	0			0	0	0		
MWSG	MWSG HQ	59		0	0	0			0	9	10	30	10
	MWSS (RW)	656		0	0	0	20	20	0	0	0	616	
	MWSS (RW)	656		0	0	0			20	0	0		636
	MWSS (FW)	739		0	0	0		20	0	719	0		
	MWSS (FW)	739		0	0	0			0	0	739		
	Total	2849		0	0	0			20	490	2339		
MAG (RW) (Rein)	HQ	123		0	0	0	5	5	5	0	0	40	68
	MALS (RW)	313		0	0	0	30	30	30	0	0	113	110
	HMH	333		0	0	0			0	0	0		333
	HMH	333		0	0	0			0	0	0		333
	HMLA	452		0	0	0	40	40	40	0	0	332	
	HMLA	452		0	0	0	0	0	0	0	0	452	
	VMM	195		0	0	0			0	0	0	0	195
	VMM	195		0	0	0			0	0	0	0	195
	VMM	195		0	0	0			0	0	0	0	195
	HMM	191		0	0	0			0	0	0	0	191
	HMM	191		0	0	0			0	0	0	0	191

Major Unit	Subordinate Unit	Total Per.	MEF CP	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	FARP 3	FW Aflid 1	FW Aflid 2	RW Aflid 1	RW Aflid 2
	HMM	191		0	0	0			0	0	0	191	
	HMM	191		0	0	0			0	0	0	191	
	HMM	191		0	0	0			0	0	0	191	
	HMM	191		0	0	0			0	0	0	191	
	HMM	191		0	0	0			0	0	0	191	
	VMU	199		0	0	0	120		0	0	0	79	
	VMA	329		0	0	0			40	289	0		
	VMA	329		0	0	0			0	329	0		
	VMA	329		0	0	0			0	329	0		
	Total	5114		0	0	0	195	75	115	947	0	1971	1811
MAG (FW) (-)	HQ	120		0	0	0	0	0	5	50	65	0	0
	MALS (FW)	354		0	0	0	0	0	40	150	164	0	0
	VMGR	368		0	0	0	0	0	0	368	0	0	0
	VMFA	222		0	0	0	0	0	0	0	222	0	0
	VMFA	222		0	0	0	0	0	0	0	222	0	0
	VMFA	222		0	0	0	0	0	0	0	222	0	0
	VMFA	222		0	0	0	0	0	0	0	222	0	0
	VMFA(AW)	263		0	0	0	0	0	0	0	263	0	0
	VMFA(AW)	263		0	0	0	0	0	0	0	263	0	0
	VMFA(AW)	263		0	0	0	0	0	0	0	263	0	0
	VMA	0		0	0	0	0	0	0	0	0	0	0
	VMAQ	254		0	0	0	0	0	0	254	0	0	0
	VMAQ	254		0	0	0	0	0	0	254	0	0	0
	VMU	0		0	0	0	0	0	0	0	0	0	0
	Total	3027		0	0	0	0	0	45	1076	1906	0	0

Table G-7. Air Combat Element, SWA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA
H&S BN FSSG							
	HQ Co	546	0	0	0	365	181
	SVC Co	406	0	0	0	272	134
	Comm Co	356	0	0	0	238	118
	MP Co	137	0	0	0	92	45
	Total	1445	0	0	0	200	23
Engr Supp Bn							
	H&S Co	279	57	57	57	73	35
	Engr Spt Co	396	0	0	0	266	130
	Bridge Co	90	0	0	0	90	0
	Engr Co	136	46	46	44	0	0
	Engr Co	136	0	0	0	136	0
	Engr Co	136	0	0	0	0	136
	Bulk Fuel	295	50	50	50	95	50
	Total	1468	153	153	151	660	351
Supply Bn							
	H&S Co	251	40	40	40	77	54
	Sup Co	624	100	100	100	200	124
	Med Log	95	15	15	15	30	20
	Ammo Co	282	45	45	45	95	52
	Total	1252	200	200	200	402	250
Maint Bn							
	H&S Co	148	20	20	20	63	25
	Elec Maint	235	33	33	33	85	51
	Engr Maint	229	32	32	32	85	48
	MT Maint	365	52	52	52	136	73
	Ord Maint	239	33	33	33	90	50
	GS Maint	215	30	30	30	80	45
	Total	1431	200	200	200	539	292
Support Bn							
	H&S Co	260	50	50	50	70	40

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA
	Beach and Terminal Ops Co	210	40	40	40	60	30
	LS Co	211	122	0	0	55	34
	LS Co	211	0	122	0	55	34
	LS Co	211	0	0	122	55	34
	Spt Co	375	72	72	72	94	65
	DS MT Co	155	31	31	31	40	22
	DS MT Co	155	31	31	31	40	22
	GS MT Co	385	74	74	74	110	53
	Total	2173	420	420	420	579	334
Med Bn							
	H&S Co	354	0	0	0	220	134
	Surgical Co	201	0	0	0	201	0
	Surgical Co	201	0	0	0	201	0
	Surgical Co	201	0	0	0	201	0
	Total	957	0	0	0	823	134
Dental Bn							
	H&S Co	19	0	0	0	19	0
	Dental Co	72	0	0	0	72	0
	Dental Co	72	0	0	0	72	0
	Dental Co	72	0	0	0	72	0
	Total	235	0	0	0	235	0

Table G-8. Combat Service Support Element, SWA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
MEF Command Element		274	0	0	0	24	175
MEF Headquarters Group		227	0	0	0	20	100
MEF Headquarters Group	Intel Bn HQ	33	0	0	0	23	10
MEF Headquarters Group	HQ Co	71	11	11	11	0	38
MEF Headquarters Group	P&A Co	97	2	2	2	2	89

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
MEF Headquarters Group	HUMINT Co	117	25	25	25	25	17
MEF Headquarters Group	MCISU	68	0	0	0	0	59
Comm Bn	Hq Co	267	0	0	0	44	48
Comm Bn	GS Co	258	0	0	0	25	46
Comm Bn	DS Co 1	131	8	0	0	0	123
Comm Bn	DS Co 2	131	0	8	0	0	123
Comm Bn	DS Co 3	131	0	0	8	0	123
Comm Bn	SVC Co	397	0	0	0	25	74
Force Recon Co		174	38	19	19	66	32
Marine Liaison Co		96	20	20	20	20	16
	Total		104	85	85	274	1073
Radio Bn	H&S Co	380	0	0	0	40	114
Radio Bn	Co 1	103	103	0	0	0	0
Radio Bn	Co 2	103	0	103	0	0	0
Radio Bn	Co 3	103	0	0	103	0	0
MLRS BN (Army)	Hq, HQ and Service Btry	126	0	0	0	5	2
MLRS BN (Army)	Firing Btry 1	90	0	0	0	0	0
MLRS BN (Army)	Firing Btry 2	90	0	0	0	0	0
MLRS BN (Army)	Firing Btry 3	90	0	0	0	0	0
	Total		103	103	103	45	116

Table G-9. Command Element, NEA 2007

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
MARDIV HQ		316	0	0	0	250	66
Hq Bn	H&S Co	176	0	0	0	150	26
Hq Bn	Comm Co	307	0	0	0	250	57
Hq Bn	Truck Co	224	0	0	0	224	0
Hq Bn	MP Co	71	0	0	0	71	0
Hq Bn	Recon Co	263	73	73	73	44	0
	Total		73	73	73	989	149

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
Inf Rgt 1	Hq Co	206	206	0	0	0	0
Inf Bn 1-1	H&S Co	269	259	0	0	0	0
Inf Bn 1-1	Wpns Co	146	146	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-1	182	182	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-2	182	182	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-3	182	182	0	0	0	0
Inf Bn 1-2	H&S Co	269	259	0	0	0	0
Inf Bn 1-2	Wpns Co	146	146	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-1	182	182	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-2	182	182	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-3	182	182	0	0	0	0
Inf Bn 1-3	H&S Co	269	259	0	0	0	0
Inf Bn 1-3	Wpns Co	146	146	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-1	182	182	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-2	182	182	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-3	182	182	0	0	0	0
Inf Rgt 2	Hq Co	206	0	206	0	0	0
Inf Bn 2-1	H&S Co	269	0	259	0	0	0
Inf Bn 2-1	Wpns Co	146	0	146	0	0	0
Inf Bn 2-1	Rifle Co 2-1-1	182	0	182	0	0	0
Inf Bn 2-1	Rifle Co 2-1-2	182	0	182	0	0	0
Inf Bn 2-1	Rifle Co 2-1-3	182	0	182	0	0	0
Inf Bn 2-2	H&S Co	269	0	259	0	0	0
Inf Bn 2-2	Wpns Co	146	0	146	0	0	0
Inf Bn 2-2	Rifle Co 2-2-1	182	0	182	0	0	0
Inf Bn 2-2	Rifle Co 2-2-2	182	0	182	0	0	0
Inf Bn 2-2	Rifle Co 2-2-3	182	0	182	0	0	0
Inf Bn 2-3	H&S Co	269	0	259	0	0	0
Inf Bn 2-3	Wpns Co	146	0	146	0	0	0
Inf Bn 2-3	Rifle Co 2-3-1	182	0	182	0	0	0
Inf Bn 2-3	Rifle Co 2-3-2	182	0	182	0	0	0
Inf Bn 2-3	Rifle Co 2-3-3	182	0	182	0	0	0
Inf Rgt 3	Hq Co	206	0	0	206	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
Inf Bn 3-1	H&S Co	269	0	0	259	0	0
Inf Bn 3-1	Wpns Co	146	0	0	146	0	0
Inf Bn 3-1	Rifle Co 3-1-1	182	0	0	182	0	0
Inf Bn 3-1	Rifle Co 3-1-2	182	0	0	182	0	0
Inf Bn 3-1	Rifle Co 3-1-3	182	0	0	182	0	0
Inf Bn 3-2	H&S Co	269	0	0	259	0	0
Inf Bn 3-2	Wpns Co	146	0	0	146	0	0
Inf Bn 3-2	Rifle Co 3-2-1	182	0	0	182	0	0
Inf Bn 3-2	Rifle Co 3-2-2	182	0	0	182	0	0
Inf Bn 3-2	Rifle Co 3-2-3	182	0	0	182	0	0
Inf Bn 3-3	H&S Co	269	0	0	0	0	259
Inf Bn 3-3	Wpns Co	146	0	0	0	0	146
Inf Bn 3-3	Rifle Co 3-3-1	182	0	0	0	0	182
Inf Bn 3-3	Rifle Co 3-3-2	182	0	0	0	0	182
Inf Bn 3-3	Rifle Co 3-3-3	182	0	0	0	0	182
	Total	9267	3059	3059	2108	0	951
Arty Rgt	Hq Btry	380	12	24	12	250	82
Arty Bn 1	HQ Btry	200	189	0	0	0	0
Arty Bn 1	How Btry 1	182	147	0	0	0	0
Arty Bn 1	How Btry 2	182	147	0	0	0	0
Arty Bn 1	How Btry 3	182	147	0	0	0	0
Arty Bn 2	HQ Btry	200	0	189	0	0	0
Arty Bn 2	How Btry 1	182	0	147	0	0	0
Arty Bn 2	How Btry 2	182	0	147	0	0	0
Arty Bn 2	How Btry 3	182	0	147	0	0	0
Arty Bn 3	HQ Btry	200	0	189	0	0	0
Arty Bn 3	How Btry 1	182	0	147	0	0	0
Arty Bn 3	How Btry 2	182	0	147	0	0	0
Arty Bn 3	How Btry 3	182	0	147	0	0	0
Arty Bn 4	HQ Btry	200	0	0	189	0	0
Arty Bn 4	How Btry 1	182	0	0	147	0	0
Arty Bn 4	How Btry 2	182	0	0	147	0	0
Arty Bn 4	How Btry 3	182	0	0	147	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	Afloat
	Total	3364	642	1284	642	250	82
Tank Bn	H&S Co	494	0	250	0	0	14
Tank Bn	Tank Co 1	86	0	86	0	0	0
Tank Bn	Tank Co 2	86	0	86	0	0	0
Tank Bn	Tank Co 3	86	0	86	0	0	0
Tank Bn	Tank Co 4	86	0	0	86		
	Total	838	0	508	86	0	14
AAA Bn	H&S Co	381	0	150	75	75	71
AAA Bn	AAA Co	196	0	196	0	0	0
AAA Bn	AAA Co	196	0	196	0	0	0
AAA Bn	AAA Co	196	0	0	196	0	0
AAA Bn	AAA Co	196	0	0	0	0	196
	Total	1165	0	542	271	75	267
Cbt Engr Bn	H&S Co	171	0	161	0	0	0
Cbt Engr Bn	Cbt Engr Co 1	114	114	0	0	0	0
Cbt Engr Bn	Cbt Engr Co 2	114	0	114	0	0	0
Cbt Engr Bn	Cbt Engr Co 3	114	0	114	0	0	0
Cbt Engr Bn	Cbt Engr Co 4	114	0	0	114	0	0
Cbt Engr Bn	Engr Spt Co	259	0	0	0	132	127
	Total	886	114	389	114	132	127
LAR Bn	H&S Co	425	0	251	0	68	100
LAR Bn	LAV Co 1	139	0	139	0	0	0
LAR Bn	LAV Co 2	139	0	139	0	0	0
LAR Bn	LAV Co 3	139	0	139	0	0	0
LAR Bn	LAV Co 4	139	0	0	139	0	0
LAR Bn	LAV-AD	83	0	83	0	0	0
	Total	1064	0	751	139	68	100

Table G-10. Ground Combat Element, NEA 2007

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP	Afloat
MAW HQ		336	0	0	0	0	168
DS Team		8	0	0	0	8	0
DS Team		8	0	0	0	0	8
DS Team		8	0	0	0	0	0
DS Team		8	0	0	0	0	0
SSC Team		11	0	0	0	0	11
Calib Lab		28	0	0	0	0	0
MWHS		64	0	0	0	0	64
	Total	471	0	0	0	8	251
MACG	HQ MACG	56	0	0	0	0	0
MACG	MTACS	127	0	0	0	0	0
LAAD BN	HQ	37	4	20	0	0	10
LAAD BN	H&S Btry (-)	44	0	28	0	0	0
LAAD BN	H&S Det	27	0	0	0	27	0
LAAD BN	LAAD Btry	145	145	0	0	0	0
LAAD BN	LAAD Btry	145	0	145	0	0	0
MACG	MASS	235	0	0	0	0	132
	Total	816	149	193	0	27	142
MACS	HQ MACS (Rein)	198	0	0	0	0	79
MACS	ATC Det	76	0	0	0	76	0
MACS	ATC Det	76	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0
MACS	TAOC Det	99	0	0	0	50	0
MACS	EW/C Det	81	0	0	0	0	0
	Total	682	0	0	0	126	79
MACS	HQ MACS (Rein)	198	0	0	0	0	79
MACS	ATC Det	76	0	0	0	76	0
MACS	ATC Det	76	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP	Afloat
MACS	ATC Det	76	0	0	0	0	0
MACS	TAOC Det	99	0	0	0	50	0
MACS	EW/C Det	81	0	0	0	0	0
	Total	682	0	0	0	126	79
MWCS	HQ	60	0	0	0	12	13
	Det A	248	0	0	0	15	48
	Det A	248	0	0	0	15	48
	Total	556	0	0	0	42	108
MWSG	MWSG HQ	59	0	0	0	0	30
	MWSS (RW)	656	0	0	0	20	460
	MWSS (RW)	656	0	0	0	20	460
	MWSS (FW)	739	0	0	0	0	0
	MWSS (FW)	739	0	0	0	0	0
	Total	2849	0	0	0	20	490
MAG (RW) (Rein)	HQ	123	0	0	0	0	123
	MALS (RW)	313	0	0	0	20	164
	HMH	333	0	0	0	0	278
	HMH	333	0	0	0	0	278
	HMLA	452	0	0	0	40	342
	VMM	195	0	0	0	0	170
	VMM	195	0	0	0	0	170
	VMM	195	0	0	0	0	170
	HMM	191	0	0	0	0	157
	HMM	191	0	0	0	0	157
	HMM	191	0	0	0	0	157
	VMU	199	0	0	0	120	24
	VMA	329	0	0	0	0	248
	VMA	329	0	0	0	0	248
	VMA	329	0	0	0	0	248
	Total	3898	0	0	0	180	2934

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP	Afloat
MAG (FW) (-)	HQ	120	0	0	0	0	20
	MALS (FW)	354	0	0	0	0	10
	VMGR	368	0	0	0	0	0
	VMFA	222	0	0	0	0	0
	VMFA	222	0	0	0	0	0
	VMFA	222	0	0	0	0	0
	VMFA	222	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0
	VMAQ	254	0	0	0	0	0
	VMAQ	254	0	0	0	0	0
	Total	3027	0	0	0	0	30

Table G-11. Air Combat Element, NEA 2007

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA	Afloat
H&S BN FSSG								
	HQ Co	546	0	0	0	75	7	7
	SVC Co	406	0	0	0	57	6	6
	Comm Co	356	0	0	0	49	5	5
	MP Co	137	0	0	0	19	5	0
	Total	1445	0	0	0	200	23	18
Engr Supp Bn								
	H&S Co	279	57	57	57	66	7	7
	Engr Spt Co	396	0	0	0	100	20	10
	Bridge Co	90	20	20	20	0	0	20
	Engr Co	136	40	0	0	27	5	3
	Engr Co	136	0	40	0	27	5	3
	Engr Co	136	0	0	40	26	5	4
	Bulk Fuel	295	30	30	30	60	10	7
	Total	1468	147	147	147	306	52	54

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA	Afloat
Supply Bn								
	H&S Co	251	40	40	40	40	4	10
	Sup Co	624	100	100	100	100	10	20
	Med Log	95	15	15	15	15	2	4
	Ammo Co	282	45	45	45	45	5	10
	Total	1252	200	200	200	200	21	44
Maint Bn								
	H&S Co	148	20	20	20	25	3	4
	Elec Maint	235	33	33	33	41	4	5
	Engr Maint	229	32	32	32	40	4	5
	MT Maint	365	52	52	52	66	7	8
	Ord Maint	239	33	33	33	41	4	5
	GS Maint	215	30	30	30	37	4	5
	Total	1431	200	200	200	250	26	32
Support Bn								
	H&S Co	260	50	50	50	41	4	5
	Beach and Terminal Ops Co	210	40	40	40	33	20	4
	LS Co	211	122	0	0	35	4	1
	LS Co	211	0	122	0	35	4	1
	LS Co	211	0	0	122	35	4	1
	Spt Co	375	72	72	72	60	6	6
	DS MT Co	155	31	31	31	25	5	3
	DS MT Co	155	31	31	31	25	5	3
	GS MT Co	385	74	74	74	61	12	6
	Total	2173	420	420	420	350	64	30
Med Bn								
	H&S Co	354	0	0	0	30	4	5
	Surgical Co	201	0	0	0	67	0	0
	Surgical Co	201	0	0	0	67	0	0

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA	Afloat
	Surgical Co	201	0	0	0	67	0	0
	Total	957	0	0	0	231	4	5
Dental Bn								
	H&S Co	19	0	0	0	0	0	0
	Dental Co	72	0	0	0	0	0	0
	Dental Co	72	0	0	0	0	0	0
	Dental Co	72	0	0	0	0	0	0
	Total	235	0	0	0	0	0	0

Table G-12. Combat Service Support Element, NEA 2007

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	MEF CP
MEF Command Element		274	0	0	0	199
MEF Headquarters Group		227	0	0	0	120
MEF Headquarters Group	Intel Bn HQ	33	0	0	0	33
MEF Headquarters Group	HQ Co	71	11	11	11	38
MEF Headquarters Group	P&A Co	97	2	2	2	91
MEF Headquarters Group	HUMINT Co	117	25	25	25	42
MEF Headquarters Group	MCISU	68	0	0	0	59
Comm Bn	Hq Co	267	0	0	0	92
Comm Bn	GS Co	258	0	0	0	71
Comm Bn	DS Co 1	131	8	0	0	123
Comm Bn	DS Co 2	131	0	8	0	123
Comm Bn	DS Co 3	131	0	0	8	123
Comm Bn	SVC Co	397	0	0	0	99
Force Recon Co		174	38	19	19	98
Marine Liaison Co		96	20	20	20	36
	Total	2472	104	85	85	1347
Radio Bn	H&S Co	380	0	0	0	154
Radio Bn	Co 1	103	0	0	0	0
Radio Bn	Co 2	103	0	103	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	MEF CP
Radio Bn	Co 3	103	0	0	103	0
MLRS BN (Army)	Hq, HQ and Service Btry	126	0	0	0	126
MLRS BN (Army)	Firing Btry 1	90	0	0	0	90
MLRS BN (Army)	Firing Btry 2	90	0	0	0	90
MLRS BN (Army)	Firing Btry 3	90	0	0	0	90
		1085	0	103	103	550

Table G-13. Command Element, NEA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP
MARDIV HQ		316	0	0	0	316
Hq Bn	H&S Co	176	0	0	0	176
Hq Bn	Comm Co	307	0	0	0	307
Hq Bn	Truck Co	224	0	0	0	224
Hq Bn	MP Co	71	0	0	0	71
Hq Bn	Recon Bn	263	73	73	73	44
	Total	1357	73	73	73	1138
Inf Rgt 1	Hq Co	206	206	0	0	0
Inf Bn 1-1	H&S Co	269	259	0	0	0
Inf Bn 1-1	Wpns Co	146	146	0	0	0
Inf Bn 1-1	Rifle Co 1-1-1	182	182	0	0	0
Inf Bn 1-1	Rifle Co 1-1-2	182	182	0	0	0
Inf Bn 1-1	Rifle Co 1-1-3	182	182	0	0	0
Inf Bn 1-2	H&S Co	269	259	0	0	0
Inf Bn 1-2	Wpns Co	146	146	0	0	0
Inf Bn 1-2	Rifle Co 1-2-1	182	182	0	0	0
Inf Bn 1-2	Rifle Co 1-2-2	182	182	0	0	0
Inf Bn 1-2	Rifle Co 1-2-3	182	182	0	0	0
Inf Bn 1-3	H&S Co	269	259	0	0	0
Inf Bn 1-3	Wpns Co	146	146	0	0	0
Inf Bn 1-3	Rifle Co 1-3-1	182	182	0	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP
Inf Bn 1-3	Rifle Co 1-3-2	182	182	0	0	0
Inf Bn 1-3	Rifle Co 1-3-3	182	182	0	0	0
Inf Rgt 2	Hq Co	206	0	206	0	0
Inf Bn 2-1	H&S Co	269	0	259	0	0
Inf Bn 2-1	Wpns Co	146	0	146	0	0
Inf Bn 2-1	Rifle Co 2-1-1	182	0	182	0	0
Inf Bn 2-1	Rifle Co 2-1-2	182	0	182	0	0
Inf Bn 2-1	Rifle Co 2-1-3	182	0	182	0	0
Inf Bn 2-2	H&S Co	269	0	259	0	0
Inf Bn 2-2	Wpns Co	146	0	146	0	0
Inf Bn 2-2	Rifle Co 2-2-1	182	0	182	0	0
Inf Bn 2-2	Rifle Co 2-2-2	182	0	182	0	0
Inf Bn 2-2	Rifle Co 2-2-3	182	0	182	0	0
Inf Bn 2-3	H&S Co	269	0	259	0	0
Inf Bn 2-3	Wpns Co	146	0	146	0	0
Inf Bn 2-3	Rifle Co 2-3-1	182	0	182	0	0
Inf Bn 2-3	Rifle Co 2-3-2	182	0	182	0	0
Inf Bn 2-3	Rifle Co 2-3-3	182	0	182	0	0
Inf Rgt 3	Hq Co	206	0	0	206	0
Inf Bn 3-1	H&S Co	269	0	0	259	0
Inf Bn 3-1	Wpns Co	146	0	0	146	0
Inf Bn 3-1	Rifle Co 3-1-1	182	0	0	182	0
Inf Bn 3-1	Rifle Co 3-1-2	182	0	0	182	0
Inf Bn 3-1	Rifle Co 3-1-3	182	0	0	182	0
Inf Bn 3-2	H&S Co	269	0	0	259	0
Inf Bn 3-2	Wpns Co	146	0	0	146	0
Inf Bn 3-2	Rifle Co 3-2-1	182	0	0	182	0
Inf Bn 3-2	Rifle Co 3-2-2	182	0	0	182	0
Inf Bn 3-2	Rifle Co 3-2-3	182	0	0	182	0
Inf Bn 3-3	H&S Co	269	0	0	0	0
Inf Bn 3-3	Wpns Co	146	0	0	0	0
Inf Bn 3-3	Rifle Co 3-3-1	182	0	0	0	0
Inf Bn 3-3	Rifle Co 3-3-2	182	0	0	0	0
Inf Bn 3-3	Rifle Co 3-3-3	182	0	0	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP
	Total	9267	3059	3059	2108	0
Arty Rgt	Hq Btry	380	12	12	12	344
Arty Bn 1	HQ Btry	200	189	0	0	0
Arty Bn 1	How Btry 1	182	147	0	0	0
Arty Bn 1	How Btry 2	182	147	0	0	0
Arty Bn 1	How Btry 3	182	147	0	0	0
Arty Bn 2	HQ Btry	200	0	189	0	0
Arty Bn 2	How Btry 1	182	0	147	0	0
Arty Bn 2	How Btry 2	182	0	147	0	0
Arty Bn 2	How Btry 3	182	0	147	0	0
Arty Bn 3	HQ Btry	200	0	0	0	189
Arty Bn 3	How Btry 1	182	0	0	0	147
Arty Bn 3	How Btry 2	182	0	0	0	147
Arty Bn 3	How Btry 3	182	0	0	0	147
Arty Bn 4	HQ Btry	200	0	0	189	0
Arty Bn 4	How Btry 1	182	0	0	147	0
Arty Bn 4	How Btry 2	182	0	0	147	0
Arty Bn 4	How Btry 3	182	0	0	147	0
	Total	3364	642	642	642	974
Tank Bn	H&S Co	494	0	198	66	0
Tank Bn	Tank Co 1	86	0	86	0	0
Tank Bn	Tank Co 2	86	0	86	0	0
Tank Bn	Tank Co 3	86	0	86	0	0
Tank Bn	Tank Co 4	86	0	0	86	0
	Total	838	0	456	152	0
AAA Bn	H&S Co	381	0	150	150	0
AAA Bn	AAA Co	196	0	196	0	0
AAA Bn	AAA Co	196	0	196	0	0
AAA Bn	AAA Co	196	0	0	196	0
AAA Bn	AAA Co	196	0	0	196	0
	Total	1165	0	542	542	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP
Cbt Engr Bn	H&S Co	171	0	0	0	161
Cbt Engr Bn	Cbt Engr Co 1	114	114	0	0	0
Cbt Engr Bn	Cbt Engr Co 2	114	0	114	0	0
Cbt Engr Bn	Cbt Engr Co 3	114	0	0	0	114
Cbt Engr Bn	Cbt Engr Co 4	114	0	0	114	0
Cbt Engr Bn	Engr Spt Co	259	0	0	0	259
	Total	886	114	114	114	534
LAR Bn	H&S Co	425	0	251	100	74
LAR Bn	LAV Co 1	139	0	139	0	0
LAR Bn	LAV Co 2	139	0	139	0	0
LAR Bn	LAV Co 3	139	0	139	0	0
LAR Bn	LAV Co 4	139	0	0	139	0
LAR Bn	LAV-AD	83	0	83	0	0
	Total	1064	0	751	239	74

Table G-14. Ground Combat Element, NEA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	RW Aflid	Afloat
MAW HQ		336	0	0	0	0	0	168	0
DS Team		8	0	0	0	8	0	0	0
DS Team		8	0	0	0	0	0	8	0
DS Team		8	0	0	0	0	0	0	0
DS Team		8	0	0	0	0	0	0	0
SSC Team		11	0	0	0	0	0	11	0
Calib Lab		28	0	0	0	0	0	0	0
MWHS		64	0	0	0	0	0	64	0
	Total	471	0	0	0	8	0	251	0
MACG	HQ MACG	56	0	0	0	0	0	26	0
MACG	MTACS	127	0	0	0	0	0	50	0
LAAD BN	HQ	37	0	0	0	17	0	20	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	RW Aflid	Afloat
LAAD BN	H&S Btry (-)	44	0	0	0	28	0	16	0
LAAD BN	H&S Det	27	27	0	0	0	0	0	0
LAAD BN	LAAD Btry	145	145	0	0	0	0	0	0
LAAD BN	LAAD Btry	145	0	145	0	17	17	32	0
MACG	MASS	235	25	25	25	57	0	0	0
	Total	816	197	170	25	119	17	144	0
MACS	HQ MACS (Rein)	198	0	0	0	30	49	0	0
MACS	ATC Det	76	0	0	0	38	38	0	0
MACS	ATC Det	76	0	0	0	0	0	76	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	TAOC Det	99	0	0	0	0	99	0	0
MACS	EW/C Det	81	0	0	0	81		0	0
	Total	682	0	0	0	149	186	76	0
MACS	HQ MACS (Rein)	198	0	0	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	ATC Det	76	0	0	0	0	0	0	0
MACS	TAOC Det	99	0	0	0	0	0	0	0
MACS	EW/C Det	81	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0
MWCS	HQ	60	0	0	0	12	13	13	0
	Det A	248	0	0	0	30	30	124	0
	Det A	248	0	0	0	0	0	0	0
	Total	556	0	0	0	42	42	108	0
MWSG	MWSG HQ	59	0	0	0	0	0	30	0
	MWSS (RW)	656	0	0	0	40	40	376	200
	MWSS (RW)	656	0	0	0	0	0	0	0
	MWSS (FW)	739	0	0	0	0	0	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	RW Aflid	Afloat
	MWSS (FW)	739	0	0	0	0	0	0	0
	Total	2849	0	0	0	40	40	406	200
MAG (RW) (Rein)	HQ	123	0	0	0	0		123	
	MALS (RW)	313	0	0	0	10	10	164	
	HMH	333	0	0	0	0		0	278
	HMH	333	0	0	0	0		0	278
	HMLA	452	0	0	0	40	40	302	0
	HMLA	452	0	0	0	0	0	382	0
	VMM	195	0	0	0	0		0	170
	VMM	195	0	0	0	0		0	170
	VMM	195	0	0	0	0		0	170
	HMM	191	0	0	0	0		0	157
	HMM	191	0	0	0	0		157	0
	HMM	191	0	0	0	0		157	0
	HMM	191	0	0	0	0		157	0
	HMM	191	0	0	0	0		157	0
	VMU	199	0	0	0	120		24	0
	VMA	329	0	0	0	0		0	248
	VMA	329	0	0	0	0		0	248
	VMA	329	0	0	0	0		0	248
	Total	4732	0	0	0	170	50	1623	1967
MAG (FW) (-)	HQ	120	0	0	0	0	20	0	0
	MALS (FW)	354	0	0	0	0	10	0	0
	VMGR	368	0	0	0	0	0	0	0
	VMFA	222	0	0	0	0	0	0	0
	VMFA	222	0	0	0	0	0	0	0
	VMFA	222	0	0	0	0	0	0	0
	VMFA	222	0	0	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0	0	0
	VMFA(AW)	263	0	0	0	0	0	0	0
	VMAQ	254	0	0	0	0	0	0	0

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FARP 1	FARP 2	RW Aflid	Afloat
	VMAQ	254	0	0	0	0	0	0	0
	Total	3027	0	0	0	0	30	0	0

Table G-15. Air Combat Element, NEA 2007 Extended

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA	Afloat	Rear
H&S Bn FSSG									
	HQ Co	546	0	0	0	75	14	0	457
	SVC Co	406	0	0	0	57	12	0	337
	Comm Co	356	0	0	0	49	10	0	297
	MP Co	137	0	0	0	19	5	0	113
	Total	1445	0	0	0	200	23	0	1204
Engr Supp Bn									
	H&S Co	279	57	57	57	50	30	0	28
	Engr Spt Co	396	0	0	0	80	50	0	266
	Bridge Co	90	20	20	20	0	20	0	10
	Engr Co	136	40	0	0	20	15	0	61
	Engr Co	136	0	40	0	20	15	0	61
	Engr Co	136	0	0	40	20	15	0	61
	Bulk Fuel	295	30	30	30	40	37	0	128
	Total	1468	147	147	147	230	182	0	615
Supply Bn									
	H&S Co	251	40	40	40	30	24	0	77
	Sup Co	624	100	100	100	70	60	0	194
	Med Log	95	15	15	15	11	10	0	29
	Ammo Co	282	45	45	45	35	25	0	87
	Total	1252	200	200	200	146	119	0	387
Maint Bn									
	H&S Co	148	20	20	20	20	12	0	56
	Elec Maint	235	33	33	33	30	20	0	86
	Engr Maint	229	32	32	32	29	20	0	84
	MT Maint	365	52	52	52	45	36	0	128
	Ord Maint	239	33	33	33	30	20	0	90

Major Unit	Subordinate Unit	Total Per.	MCSSD 1	MCSSD 2	MCSSD 3	FCSSA	CSSA	Afloat	Rear
	GS Maint	215	30	30	30	26	20	0	79
	Total	1431	200	200	200	180	128	0	523
Trans Support Bn	H&S Co	260	50	50	50	30	20	0	60
	Beach and Terminal Ops Co	210	40	40	40	33	24	0	33
	LS Co	211	122	0	0	20	20	0	49
	LS Co	211	0	122	0	20	20	0	49
	LS Co	211	0	0	122	20	20	0	49
	Spt Co	375	72	72	72	40	32	0	87
	DS MT Co	155	31	31	31	18	15	0	29
	DS MT Co	155	31	31	31	18	15	0	29
	GS MT Co	385	74	74	74	40	39	0	84
	Total	2173	420	420	420	239	205	0	469
Med Bn	H&S Co	354	0	0	0	40	30	0	284
	Surgical Co	201	0	0	0	67	0	0	134
	Surgical Co	201	0	0	0	67	0	0	134
	Surgical Co	201	0	0	0	67	0	0	134
	Total	957	0	0	0	241	30	0	686
Dental Bn	H&S Co	19	0	0	0	0	0	0	19
	Dental Co	72	0	0	0	0	0	0	72
	Dental Co	72	0	0	0	0	0	0	72
	Dental Co	72	0	0	0	0	0	0	72
	Total	235	0	0	0	0	0	0	235
	Total	470	0	0	0	0	0	0	470

Table G-16. Combat Service Support Element, NEA 2007 Extended

Major Unit	Subordinate Unit	Total	OBJ A	OBJ B	OBJ C	GCE CP	Afloat	Rear
MEF Command Element		274	0	0	24	0	175	75
MEF Headquarters Group		227	0	0	20	0	100	107
MEF Headquarters Group	Intel Bn HQ	33	0	0	23	0	10	0
MEF Headquarters Group	HQ Co	71	11	11	11	0	38	0
MEF Headquarters Group	P&A Co	97	2	2	2	2	89	0
MEF Headquarters Group	HUMINT Co	117	25	25	25	25	17	0
MEF Headquarters Group	MCISU	68	0	0	0	0	59	9
Comm Bn	Hq Co	267	0	0	0	44	48	175
Comm Bn	GS Co	258	0	0	0	25	46	187
Comm Bn	DS Co 1	131	8	0	0	0	123	0
Comm Bn	DS Co 2	131	0	8	0	0	123	0
Comm Bn	DS Co 3	131	0	0	8	0	123	0
Comm Bn	SVC Co	397	0	0	0	25	74	298
Force Recon Co		174	19	38	19	66	32	0
Marine Liaison Co		96	20	20	20	20	16	0
	Total	2472	85	104	152	207	1073	851
Radio Bn	H&S Co	380	40	0	40	0	114	186
Radio Bn	Co A	103	103	0	0	0	0	0
Radio Bn	Co B	103	0	0	103	0	0	0
Radio Bn	Co C	0	0	0	0	0	0	0
	Total	586	143	0	143	0	114	186
MLRS BN (Army)	Hq, HQ and Service Btry	126	0	0	0	5	2	119
MLRS BN (Army)	Firing Btry 1	90	0	0	0	0	0	90
MLRS BN (Army)	Firing Btry 2	90	0	0	0	0	0	90
MLRS BN (Army)	Firing Btry 3	90	0	0	0	0	0	90
	Total	396	0	0	0	5	2	389

Table G-17. Command Element, OMFTS 2015

Major Unit	Subordinate Unit	Total	OBJ A	OBJ B	OBJ C	GCE CP	Afloat	Rear
MARDIV HQ		316	0	0	0	250	66	0
Hq Bn	H&S Co	176	0	0	0	150	26	0
Hq Bn	Comm Co	307	0	0	0	250	57	0
Hq Bn	Truck Co	224	0	0	0	224	0	0
Hq Bn	MP Co	71	0	0	0	71	0	0
Hq Bn	Recon Co	263	73	73	73	44	0	0
	Total	1357	73	73	73	989	149	0
Inf Rgt 1	Hq Co	206	72	0	0	0	0	0
Inf Bn 1-1	H&S Co	269	171	0	0	0	0	10
Inf Bn 1-1	Wpns Co	146	146	0	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-1	182	182	0	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-2	182	182	0	0	0	0	0
Inf Bn 1-1	Rifle Co 1-1-3	182	182	0	0	0	0	0
Inf Bn 1-2	H&S Co	269	171	0	0	0	0	10
Inf Bn 1-2	Wpns Co	146	146	0	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-1	182	182	0	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-2	182	182	0	0	0	0	0
Inf Bn 1-2	Rifle Co 1-2-3	182	182	0	0	0	0	0
Inf Bn 1-3	H&S Co	269	171	0	0	0	0	10
Inf Bn 1-3	Wpns Co	146	146	0	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-1	182	182	0	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-2	182	182	0	0	0	0	0
Inf Bn 1-3	Rifle Co 1-3-3	182	182	0	0	0	0	0
Inf Rgt 2	Hq Co	206	0	13	0	0	0	0
Inf Bn 2-1	H&S Co	269	0	171	0	0	0	10
Inf Bn 2-1	Wpns Co	146	0	146	0	0	0	0
Inf Bn 2-1	Rifle Co 2-1-1	182	0	182	0	0	0	0
Inf Bn 2-1	Rifle Co 2-1-2	182	0	182	0	0	0	0
Inf Bn 2-1	Rifle Co 2-1-3	182	0	182	0	0	0	0
Inf Bn 2-2	H&S Co	269	0	171	0	0	0	10
Inf Bn 2-2	Wpns Co	146	0	146	0	0	0	0
Inf Bn 2-2	Rifle Co 2-2-1	182	0	182	0	0	0	0
Inf Bn 2-2	Rifle Co 2-2-2	182	0	182	0	0	0	0

Major Unit	Subordinate Unit	Total	OBJ A	OBJ B	OBJ C	GCE CP	Afloat	Rear
Inf Bn 2-2	Rifle Co 2-2-3	182	0	182	0	0	0	0
Inf Bn 2-3	H&S Co	269	0	171	0	0	0	10
Inf Bn 2-3	Wpns Co	146	0	146	0	0	0	0
Inf Bn 2-3	Rifle Co 2-3-1	182	0	182	0	0	0	0
Inf Bn 2-3	Rifle Co 2-3-2	182	0	182	0	0	0	0
Inf Bn 2-3	Rifle Co 2-3-3	182	0	182	0	0	0	0
Inf Rgt 3	Hq Co	206	0	0	68	0	0	0
Inf Bn 3-1	H&S Co	269	0	0	171	0	0	10
Inf Bn 3-1	Wpns Co	146	0	0	146	0	0	0
Inf Bn 3-1	Rifle Co 3-1-1	182	0	0	182	0	0	0
Inf Bn 3-1	Rifle Co 3-1-2	182	0	0	182	0	0	0
Inf Bn 3-1	Rifle Co 3-1-3	182	0	0	182	0	0	0
Inf Bn 3-2	H&S Co	269	0	0	171	0	0	10
Inf Bn 3-2	Wpns Co	146	0	0	146	0	0	0
Inf Bn 3-2	Rifle Co 3-2-1	182	0	0	182	0	0	0
Inf Bn 3-2	Rifle Co 3-2-2	182	0	0	182	0	0	0
Inf Bn 3-2	Rifle Co 3-2-3	182	0	0	182	0	0	0
Inf Bn 3-3	H&S Co	269	0	0	0	0	259	10
Inf Bn 3-3	Wpns Co	146	0	0	0	0	146	0
Inf Bn 3-3	Rifle Co 3-3-1	182	0	0	0	0	182	0
Inf Bn 3-3	Rifle Co 3-3-2	182	0	0	0	0	182	0
Inf Bn 3-3	Rifle Co 3-3-3	182	0	0	0	0	182	0
	Total	9267	2661	2602	1794	0	951	90
Arty Rgt	Hq Btry	380	0	0	0	250	82	0
Arty Bn 1	HQ Btry	200	58	0	0	0	0	11
Arty Bn 1	How Btry 1	182	110	0	0	0	0	35
Arty Bn 1	How Btry 2	182	110	0	0	0	0	35
Arty Bn 1	How Btry 3	182	110	0	0	0	0	35
Arty Bn 2	HQ Btry	200	0	28	0	0	0	11
Arty Bn 2	How Btry 1	182	0	80	0	0	0	35
Arty Bn 2	How Btry 2	182	0	80	0	0	0	35
Arty Bn 2	How Btry 3	182	0	80	0	0	0	35
Arty Bn 3	HQ Btry	200	0	0	58	0	0	11

Major Unit	Subordinate Unit	Total	OBJ A	OBJ B	OBJ C	GCE CP	Afloat	Rear
Arty Bn 3	How Btry 1	182	0	0	110	0	0	35
Arty Bn 3	How Btry 2	182	0	0	110	0	0	35
Arty Bn 3	How Btry 3	182	0	0	110	0	0	35
Arty Bn 4	HQ Btry	200	0	0	0	0	58	11
Arty Bn 4	How Btry 1	182	0	0	0	0	110	35
Arty Bn 4	How Btry 2	182	0	0	0	0	110	35
Arty Bn 4	How Btry 3	182	0	0	0	0	110	35
	Total	3364	388	268	388	250	470	464
Tank Bn	H&S Co	494	160	0	160	0	14	230
Tank Bn	Tank Co 1	86	60	0	60	0	0	0
Tank Bn	Tank Co 2	86	73	0	60	0	0	0
Tank Bn	Tank Co 3	86	69	0	56	0	0	0
Tank Bn	Tank Co 4	86	69	0	56			
	Total	838	431	0	392	0	14	230
AAA Bn	H&S Co	381	75	0	75	75	71	10
AAA Bn	AAA Co	196	196	0	196	0	0	0
AAA Bn	AAA Co	196	196	0	196	0	0	0
AAA Bn	AAA Co	196	196	0	196	0	0	0
AAA Bn	AAA Co	196	196	0	196	0	196	0
	Total	1165	859	0	859	75	267	10
Cbt Engr Bn	H&S Co	171	0	0	0	0	0	10
Cbt Engr Bn	Cbt Engr Co 1	114	59	0	0	0	0	0
Cbt Engr Bn	Cbt Engr Co 2	114	0	24	0	0	0	0
Cbt Engr Bn	Cbt Engr Co 3	114	0	0	0	0	0	0
Cbt Engr Bn	Cbt Engr Co 4	114	0	0	59	0	0	0
Cbt Engr Bn	Engr Spt Co	259	0	0	0	132	127	0
	Total	886	59	24	59	132	127	10
LAR Bn	H&S Co	425	77	0	77	68	100	6
LAR Bn	LAV Co 1	139	139	0	139	0	0	0
LAR Bn	LAV Co 2	139	139	0	139	0	0	0

Major Unit	Subordinate Unit	Total	OBJ A	OBJ B	OBJ C	GCE CP	Afloat	Rear
LAR Bn	LAV Co 3	139	139	0	139	0	0	0
LAR Bn	LAV Co 4	139	139	0	139	0	0	0
LAR Bn	LAV-AD	83	0	0	0	0	0	0
	Total	1064	633	0	633	68	100	6

Table G-18. Ground Combat Element, OMFTS 2015

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	FARP 1	FARP 2	FARP 3	Afloat	Rear
MAW HQ		336	0	0	0		0	0		168	168
DS Team		8	0	0	0		8	0		0	0
DS Team		8	0	0	0		0	0	8	8	0
DS Team		8	0	0	0		0	0		0	8
DS Team		8	0	0	0		0	0		0	8
SSC Team		11	0	0	0		0	0		11	0
Calib Lab		28	0	0	0		0	0		0	28
MWHS		64	0	0	0		0	0		64	0
	Total	471	0	0	0		8	0	8	251	212
MACG	HQ MACG	56	0	0	0		0			0	56
MACG	MTACS	127	0	0	0		0			0	127
LAAD BN	HQ	37	20	4	0		0			10	3
LAAD BN	H&S Btry (-)	44	44	0	0		0	0	0	0	0
LAAD BN	H&S Det	27	0	0	27		0	0	0	0	0
LAAD BN	LAAD Btry	145	86	43	0		0			0	0
LAAD BN	LAAD Btry	145	0	43	86		0	0	0	0	0
MACG	MASS	235	25	25	25		0			119	0
	Total	816	149	193	0		0	0		142	305
MACS	HQ MACS (Rein)	198	0	0	0		0			79	119
MACS	ATC Det	76	0	0	0		38	38		0	0
MACS	ATC Det	76	0	0	0		0		38	0	76
MACS	ATC Det	76	0	0	0		0			0	76
MACS	ATC Det	76	0	0	0		0			0	76

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	FARP 1	FARP 2	FARP 3	Afloat	Rear
MACS	TAOC Det	99	0	0	0		0	0	50	0	49
MACS	EW/C Det	81	0	0	0		40	0		0	81
	Total		0	0	0		78			79	477
MACS	HQ MACS (Rein)	198	0	0	0		0			79	119
MACS	ATC Det	76	0	0	0		0			0	0
MACS	ATC Det	76	0	0	0		0			0	76
MACS	ATC Det	76	0	0	0		0			0	76
MACS	ATC Det	76	0	0	0		0			0	76
MACS	TAOC Det	99	0	0	0		0		50	0	49
MACS	EW/C Det	81	0	0	0		0	0		0	81
	Total		0	0	0		0		50	79	477
MWCS	HQ	60	0	0	0		6	6	6	13	35
	Det A	248	0	0	0		37		37	48	185
	Det A	248	0	0	0		0	15	15	48	185
	Total		0	0	0		21	21		108	406
MWSG	MWSG HQ	59	0	0	0		0			30	29
	MWSS (RW)	656	0	0	0		33		33	460	832
	MWSS (RW)	656	0	0	0		0	20		460	832
	MWSS (FW)	739	0	0	0		0			0	1478
	MWSS (FW)	739	0	0	0		0			0	1478
	Total		0	0	0		20			490	2339
MAG (RW) (Rein)	HQ	123	0	0	0		0			123	0
	MALS (RW)	313	0	0	0		20	20	20	164	129
	HMH	333	0	0	0		0			278	55
	HMH	333	0	0	0		0			278	55
	HMLA	452	0	0	0		40	40	40	342	70
	VMM	195	0	0	0		0			170	25
	VMM	195	0	0	0		0			170	25
	VMM	195	0	0	0		0			170	25

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	GCE CP	FARP 1	FARP 2	FARP 3	Afloat	Rear
	HMM	191	0	0	0		0			157	34
	HMM	191	0	0	0		0			157	34
	HMM	191	0	0	0		0			157	34
	VMU	199	0	0	0		120	0		24	55
	VMA	329	0	0	0		0			248	81
	VMA	329	0	0	0		0			248	81
	VMA	329	0	0	0		0			248	81
	Total	3898	0	0	0		180	0		2934	784
MAG (FW) (-)	HQ	120	0	0	0		0			20	100
	MALS (FW)	354	0	0	0		0			10	344
	VMGR	368	0	0	0		0			0	368
	VMFA	222	0	0	0		0			0	222
	VMFA	222	0	0	0		0			0	222
	VMFA	222	0	0	0		0			0	222
	VMFA	222	0	0	0		0			0	222
	VMFA(AW)	263	0	0	0		0			0	263
	VMFA(AW)	263	0	0	0		0			0	263
	VMFA(AW)	263	0	0	0		0			0	263
	VMAQ	254	0	0	0		0			0	254
	VMAQ	254	0	0	0		0			0	254
	Total	3027	0	0	0		0			30	2997

Table G-19. Air Combat Element, OMFTS 2015

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FCSSA	CSSA	Afloat	Rear
H&S BN FSSG	HQ Co	546	0	0	0	75	7	7	457
	SVC Co	406	0	0	0	57	6	6	337
	Comm Co	356	0	0	0	49	5	5	297
	MP Co	137	0	0	0	19	5	0	113
	Total	1445	0	0	0	200	23	18	1204
Engr Supp Bn	H&S Co	279	5	47	47	66	7	7	28

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FCSSA	CSSA	Afloat	Rear
	Engr Spt Co	396	0	0	0	100	20	10	266
	Bridge Co	90	0	20	20	0	0	20	10
	Engr Co	136	4	0	0	27	5	3	61
	Engr Co	136	0	35	35	27	5	3	61
	Engr Co	136	0	0	0	26	5	4	61
	Bulk Fuel	295	10	30	30	60	10	7	128
	Total	1468	19	132	132	306	52	54	615
Supply Bn	H&S Co	251	0	20	20	40	4	10	77
	Sup Co	624	4	55	55	100	10	20	194
	Med Log	95	2	15	15	15	2	4	29
	Ammo Co	282	4	35	35	45	5	10	87
	Total	1252	10	125	125	200	21	44	387
Maint Bn	H&S Co	148	0	15	15	25	3	4	56
	Elec Maint	235	5	33	33	41	4	5	86
	Engr Maint	229	2	32	32	40	4	5	84
	MT Maint	365	3	42	42	66	7	8	128
	Ord Maint	239	4	33	33	41	4	5	90
	GS Maint	215	0	30	30	37	4	5	79
	Total	1431	14	185	185	250	26	32	523
Support Bn	H&S Co	260	3	40	40	41	4	5	60
	Beach and Terminal Ops Co	210	0	20	20	33	20	4	33
	LS Co	211	15	0	0	35	4	1	49
	LS Co	211	0	102	0	35	4	1	49
	LS Co	211	0	0	102	35	4	1	49
	Spt Co	375	12	62	62	60	6	6	87
	DS MT Co	155	0	31	31	25	5	3	29
	DS MT Co	155	0	31	31	25	5	3	29
	GS MT Co	385	0	74	74	61	12	6	84
	Total	2173	30	360	360	350	64	30	469

Major Unit	Subordinate Unit	Total Per.	OBJ A	OBJ B	OBJ C	FCSSA	CSSA	Afloat	Rear
Med Bn	H&S Co	354	0	0	0	30	4	5	315
	Surgical Co	201	0	0	0	67	0	0	134
	Surgical Co	201	0	0	0	67	0	0	134
	Surgical Co	201	0	0	0	67	0	0	134
	Total	957	0	0	0	231	4	5	717
Dental Bn	H&S Co	19	0	0	0	0	0	0	19
	Dental Co	72	0	0	0	0	0	0	72
	Dental Co	72	0	0	0	0	0	0	72
	Dental Co	72	0	0	0	0	0	0	72
	Total	235	0	0	0	0	0	0	235

Table G-20. Combat Service Support Element, OMFTS 2015

APPENDIX I

AVIATION FUEL AND ORDNANCE REQUIREMENTS

The study team determined the aviation fuel and ordnance requirements for each of the scenarios analyzed in this study effort. This appendix is organized into three sections. The first section presents the aviation fuel requirements, the second section presents the aviation ordnance requirements, and the last section presents the fuel and aviation ordnance requirements for a FARP.

Aviation Fuel Requirements. The study team determined the fuel requirements for each scenario by location. We used the fuel rates contained in Table F-4, Aircraft Fuel Requirements – MPF. We selected these after having reviewed the factors contained in the MAGTF Data Library. Table I-1 presents the estimates for assault and sustained operations for each type squadron. This data was then applied to each scenario, by airfield, to determine the aviation fuel requirements. In all cases, we used the assault rate.

Type Squadron	Aircraft Type	Number Aircraft Available		GPH	Sortie Duration (hrs)	Sorties per Day	Fuel Requirement	
		Assault	Sustained				Assault	Sustained
HMLA	UH-1	9	7	84	3	3.4	7711	5998
	AH-1	18	14	93	1.2	3.4	6830	5312
							14541	11310
HMM	CH-46	12	9	140	3	3.8	19152	14364
HMH	CH-53E	16	12	372	3	3.8	67853	50890
VMA (1)	AV-8B	16	12	665	1	3	31920	23940
VMFA (1)	F/A-18A/C	12	9	996	1	2.6	31075	23306
VMFA(AW)	F/A-18D	12	9	994	1	2.6	31013	23260
VMGR	C-130	12	9	753	8	2	144576	108432
VMAQ	EA-6B	5	4	916	2	1.3	11908	9526
VMM (2)	MV-22	12	9	400	2	3.8	36480	27360

Note: (1) JSF GPH is set at F/A-18 consumption level, since no data exists on the JSF.
 (2) VMM Squadron (MV-22) GPH estimated at 400.

Table I-1. Aviation Fuel Requirements

Tables I-2 through I-6 present the daily aviation fuel requirements for each scenario evaluated during the conduct of this study.

Location	Type Squadron	# Squadrons	Fuel Requirement per Squadron	Total Fuel Requirement
F/W Airfield:	VMGR	1	144576	144576
	VMFA	2	31075	62150
	VMFA(AW)	1	31013	31013
	VMA	1	31920	31920
	VMAQ	1	11908	11908
	Total			281567
			STONS	957
R/W Airfield:	HMH	1	67853	67853
	HMLA	1	14541	14541
	HMM	2	19152	38304
	Total			120698
			STONS	410
	Grand Total			446355

Table I-2. SWA Halt

Location	Type Squadron	# Squadrons	Fuel Requirement per Squadron	Total Fuel Requirement
F/W Airfield 1	VMA	3	31920	95760
	VMGR	1	144576	144576
	VMAQ	2	11908	23816
	Total			264152
			STONS	898
F/W Airfield 2	VMFA	4	31075	124300
	VMFA(AW)	3	31013	93039
	Total			217339
			STONS	739
R/W Airfield 1	HMLA	2	14541	29082
	HMM	5	19152	95760
	Total			124842
			STONS	424
R/W Airfield 2	HMH	2	67853	135706
	VMM	3	36480	109440
	HMM	2	19152	38304
	Total			283450
			STONS	963
	Grand Total			889533

Table I-3. SWA 2007 Extended

Location	Type Squadron	# Squadrons	Fuel Requirement per Squadron	Total Fuel Requirement
F/W Airfield(s)	VMGR	1	144576	144576
	VMFA	4	31075	124300
	VMFA(AW)	3	31013	93039
	VMAQ	2	11908	23816
	Total			385731
			STONS	1312

Table I-4. NEA 2007

Location	Type Squadron	# Squadrons	Fuel Requirement per Squadron	Total Fuel Requirement
F/W Airfield(s)	VMGR	1	144576	144576
	VMFA	4	31075	124300
	VMFA(AW)	3	31013	93039
	VMAQ	2	11908	23816
	Total			385731
			STONS	1312
R/W Airfield	HMLA	2	14541	29082
	HMM	4	19152	76608
	Total			105690
			STONS	359
	Grand Total			491172

Table I-5. NEA 2007 Extended

Location	Type Squadron	# Squadrons	Fuel Requirement per Squadron	Total Fuel Requirement
F/W Airfield(s)	VMGR	1	144576	144576
	VMFA (JSF)	4	31075	124300
	VMFA (F/A-18D)	3	31013	93039
	VMAQ	2	11908	23816
	Total			385731
			STONS	1312

Table I-6. OMFTS 2015

Aviation Ordnance Requirements. We determined the aviation ordnance requirements using information provided by DCM, ASL, HQMC. The MPS squadron aviation ordnance provided by ASL is presented at Table I-7. This table identifies the aviation ordnance items and the number of ISO containers required to store and transport the ordnance. The ordnance identified in the table below is estimated to sustain a MEB ACE for 30 days (399.1 containers). Discussions with the ASL representative indicate that by multiplying the values in the table by 3 we can approximate the requirement for a MEF-level ACE (1197.3 containers). The breakout of all containers by location was determined by evaluating F/A-18, AV-8B, and AH-1W training and readiness syllabi to establish a by-aircraft usage requirement for each type of ordnance. For ordnance used by more than one aircraft type, the usage requirements for each were compared to

develop an appropriate usage ratio, which was then used to allocate the containers to the appropriate user. The percentages indicated in the container breakdown columns represent the allocation of containers per aircraft, in accordance with the prescribed usage ratio.

Weapon	MPSRON Qty	Usage Ratio	Class V (A) ISO Container Breakdown			
			Fixed-Wing Airfield	Afloat/ F/W Afltd	Afloat/ R/W Afltd	Total
MK 82 GP BOMB	1872	1 / 1.1 / 0	16 (.444)	10 (.500)	0	26.0
MK 83 GP BOMB	1548	2.6 / 1 / 0	35 (.972)	8 (.400)	0	43.0
MK 84 GP BOMB	40		5	0	0	5.0
BLU-109 HTP BOMB	216		27	0	0	27.0
ROCKEYE	1632	1 / 1.12 / 0	42 (1.16)	26 (1.30)	0	68.0
MK 77 FIRE BOMB	240		0	5	0	5
GBU-12 (500 LB)	300					0
GBU-16 (1,000 LB)	200					0
GBU-10 (2,000 LB)	40					0
GBU-24 (2,000 LB)	24					0
GBU-31 (2,000 LB)	192					0
GBU-32 (1,000 LB)	192					0
AGM-65 MAVERICK	296	1 / 3 / 0	18 (.500)	31.3(1.56)	0	49.3
AGM-84 SLAM	0					0.0
AGM-88 HARM	220		27.5	0	0	27.5
AGM-114 HELLFIRE	450		0	0	6.3	6.3
AGM SIDEARM	0					0.0
AGM-154 JSOW	224		56	0	0	56.0
AGM-158 JASSM	0					0.0
BGM-71 TOW	584		0	0	7.0	7.0
AIM-7 SPARROW	0					0
AIM-9 SIDEWINDER	0					0
AIM-120 AMRAAM	0					0
2.75" ROCKET POD	1664	1 / 0 / 2	12 (.333)	0	11.1 (.616)	23.1
5.00" ROCKET POD	258	1 / 0 / 2	4.1 (.114)	0	4 (.222)	8.1
20 MM (LINKED)	-				2	2
20 MM (UNLINKED)	-		1			1
25 MM	-			6		6
WEAPON COMPONENTS	VARIES	8.6 / 2.9 / 1	25.8	9	4	38.8
GRAND TOTALS			269.4	95.3	34.4	399.1

Table I-7. MPS Squadron Aviation Ordnance

Using the above information and our scenario analysis, we determined the number of ISO containers required to establish a 30-day supply of aviation ordnance at each airfield (or afloat, as appropriate). This data was used for all scenarios even though only the SWA scenarios explicitly discussed the use of MPF assets. It was assumed that ordnance requirements would be

comparable across all scenarios, regardless of the source of said ordnance. Table I-8 presents the results of the aviation ordnance allocation in terms of numbers of ISO containers.

Scenario	Fixed-Wing AF 1	Fixed-Wing AF 2	Rotary-Wing AF 1	Rotary-Wing AF 2
SWA Halt	364.7	N/A	34.4	N/A
SWA Extended	368.4	725.7	103.2	0
NEA	808.2	(285.9 - Afloat)	(103.2 - Afloat)	N/A
NEA Extended	808.2	(285.9 - Afloat)	103.2	N/A
OMFTS 2015	808.2	(285.9 - Afloat)	(103.2 - Afloat)	N/A

Table I-8. 30-Day Aviation Ordnance Requirements by Scenario and Location

For the conduct of this study, daily resupply requirements for each location were determined by dividing the total number of containers required per location (Table I-8) by 30 days. For example, the daily resupply requirement for Fixed-Wing Airfield 1 for the SWA Halt scenario is 364.7 containers per 30 days, divided by 30 days, which equals 12.156 ISO containers per day.

FARP Fuel and Aviation Ordnance Requirements. We determined the fuel required per day at a FARP by assuming that one-half of the AH-1 Cobras of an HMLA squadron would use a FARP on a given day. Further, we assumed that the first mission of the day would be accomplished using fuel and aviation ordnance from the home airbase (airfield or ship). By subtracting the first sorties of the day from the planned sortie rate of 3.4 per day in the Tactical Fuels Study, we estimated that each AH-1 would require fuel and aviation ordnance for 2.4 sorties per day from a FARP. We further assumed an overall aircraft availability of .7; thus, there will be approximately 6 aircraft available on a given day. The total number of refueling operations for the AH-1 per day at a FARP is estimated to be approximately 15. At .41 tons of aviation fuel, the total requirement is approximately 6 short tons per day, per FARP.

For aviation ordnance, there are a number of possible combinations of TOW missiles, rockets, hellfire, and 20mm guns. Since this will vary depending upon a particular mission, we have elected to use 2,000 pounds as a nominal estimate for the aviation ordnance requirement (The AH-1W Cobra can carry a weapons load of 2,250 pounds.). Since the total number of re-fuel/re-arm operations per day has been estimated at 15 (see above), the total requirement per FARP is therefore 15 short tons per day.

APPENDIX J

DATA SETS FOR TACTICAL WHEELED VEHICLES

Notional MEF T/E Number Assignment. Table J-1 represents the notional MEF as reflected in Appendix F with T/E numbers assigned to each unit. The notional MEF provides the study with a fixed data set with which to run current, planned, and recommended future baselines of vehicle mixes.

Notional MEF Vehicle Baselines. Tables J-2 through J-7 represent the planned ownership of vehicles by the notional MEF in FY07. Only those vehicles identified as general purpose in Section 6 are represented. These general-purpose vehicles will be considered the backbone of logistics lift to the MEF and will constitute the focus of the study.

Acquisition Objectives for New Vehicle Programs. Tables J-8 through J-11 represent the future ownership of planned vehicle programs. Acquisition objectives either were received from their requirements officer or were extrapolated from LMIS with guidance provided by the respective requirements officer.

Notional MEF with T/E Number Assignment			
Notional ID	T/E No	LMIS_Unit_Description	xMulti
1	N4000	MEF COMMAND ELEMENT	0
2	N4706	HQ CO, MEF HQ GROUP	1
3	N4754	MEF LIAISON ELEMENT, MEF HQ	1
4	N4737	H&SCO, RADIO BN	1
5	N4735	CO A, RADIO BN	1
6	N4736	CO B, RADIO BN	1
7	N4734	CO C, RADIO BN	1
8	N4716	HQCO, INTEL BN, MEF	1
9	N4715	P&ACO, INTEL BN, MEF	1
10	N4714	CI/HUMINTCO, INTEL BN, MEF	1
11	N4010	MARCOR IMAGERY SUPORT UNIT, FMF	1
12	N4718	FORCE RECON CO, SRIG	1
13	N4786	HQCO, COMM BN	1
14	N4784	SUPPORT CO, COMM BN, SRIG	1
15	N4785	COMMCO, COMMBN, SRIG	3
16	N4783	SERV CO, COMM BN, SRIG	1
17	N4732	SPECIAL SECURITY COMM TEAM	6
18	N1020	GROUND COMBAT ELEMENT	0
19	N1021	DIV HQ, HQBN, MARDIV	1
20	N1022	H&SCO, HQBN, MARDIV	1
21	N1025	COMMCO, HQBN, MARDIV	1
22	N1026	TRKCO, HQBN, MARDIV	1
23	N1024	MPCO, HQBN, MARDIV	1
24	N1421	RECON BN, MARDIV	1
25	N1121	HQCO, INFREGT, MARDIV	3

Notional MEF with T/E Number Assignment			
Notional ID	T/E No	LMIS_Unit_Description	xMulti
26	N1172	H&SCO, INFBN, INFREGT, MARDIV	9
27	N1173	WPNSCO, INFBN, INFREGT, MARDIV	9
28	N1174	RIFLECO, INFBN, INFREGT, MARDIV	27
29	N2201	HQBTRY, ARTYREGT, MARDIV	1
30	N2209	HQBTRY, ARTYBN(M198), ARTY REGT, MARDIV	4
31	N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, MARDIV	12
32	N1521	H&SCO, TANKBN, MARDIV	1
33	N1522	TANKCO(M1A1), TANKBN, MARDIV	4
34	N1621	H&SCO, ASLT AMPHIBBN, MARDIV	1
35	N1623	ASLT AMPHIBCO, ASLT AMPHIBBN, MARDIV	4
36	N1321	H&SCO, COMBAT ENGRBN, MARDIV	1
37	N1323	CMBT ENGRCO, COMBAT ENGRBN, MARDIV	4
38	N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, MARDIV	1
39	N1761	H&SCO, LARBN, MARDIV	1
40	N1762	LARCO, LARBN, MARDIV	4
41	N3200	COMBAT SERVICE SUPPORT ELEMENT	0
42	N3211	HQCO, H&SBN, FSSG	1
43	N3212	SERCO, H&SBN, FSSG	1
44	N3213	COMMCO, H&SBN, FSSG	1
45	N3214	MPCO, H&SBN, FSSG	1
46	N3221	H&SCO, SUPBN, FSSG	1
47	N3222	AMMOCO, SUPBN, FSSG	1
48	N3224	SUPCO, SUPBN, FSSG	1
49	N3225	MEDLOGCO, SUPBN, FSSG	1
50	N3231	H&SCO, MAINTBN, FSSG	1
51	N3232	ELECT MAINTCO, MAINTBN, FSSG	1
52	N3233	ENGR MAINTCO, MAINTBN, FSSG	1
53	N3234	ORD MAINTCO, MAINTBN, FSSG	1
54	N3235	MT MAINTCO, MAINTBN, FSSG	1
55	N3236	G/S MAINTCO, MAINTBN, FSSG	1
56	N3251	H&SCO, ENGRSPTBN, FSSG	1
57	N3252	ENGRSPTCO, ENGRSPTBN, FSSG	1
58	N3253	BRIDGECO, ENGRSPTBN, FSSG	1
59	N3254	BULKFUELCO, ENGRSPTBN, FSSG	1
60	N3255	ENGRCO, ENGRSPTBN, FSSG	3
61	N3271	H&SCO, MEDBN, FSSG	1
62	N3272	SURGICAL CO, MED BN, FSSG	3
63	N3281	H&SCO, DENTBN, FSSG	1
64	N3282	DENTALCO, DENTBN, FSSG	3
65	N3291	H&SCO, SUPPORTBN, FSSG	1
66	N3292	LDGSPTCO, SUPPORTBN, FSSG	3
67	N3293	SPTCO, SUPPORTBN, FSSG	1
68	N3294	BEACH &TERMINAL OPS CO, SUPPORTBN, FSSG	1
69	N3295	G/S MTCO, SUPPORTBN, FSSG	1

Notional MEF with T/E Number Assignment			
Notional ID	T/E No	LMIS_Unit_Description	xMulti
70	N3296	D/S MTCO, SUPPORTBN, FSSG	2
71	N8600	AIR COMBAT ELEMENT	0
72	N8611	MWHS, MAW	1
73	N8615	MACG HQ	1
74	N8641	HQ, MACS (REIN), MACG, MAW	1
75	N8642	TAOC, MACS (REIN), MACG, MAW	1
76	N8643	ATC, MACS (REIN), MACG, MAW	4
77	N8644	EW/C, MACS(REIN), MACG, MAW	1
78	N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1
79	N8652	AIRFIELD DET, MWCS, MACG, MAW	2
80	N8660	MASS, MACG, MAW	1
81	N8692	HQ BTRY, LAADBN	1
82	N8694	FIRING BTRY, LAADBN	2
83	N8701	HDQTRS, MARINE WING SUPPORT GROUP, MAW	1
84	N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2
85	N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2
86	N8900	HQ MAG (ROTARY WING)	2
87	N8910	MALS (ROTARY WING)	2
88	N8945	MARHVYHELOSQDN (16 CH-53E), MAW	2
89	N8970	MAR LIGHT/ATK HELO SQDN (HMLA)	2
90	N8938	MARMEDHELOSQDN (12 CH46), MAW	8
91	N8800	HQ MAG (FIXED WING)	2
92	N8810	MALS (FIXED WING), MAG(FW), MAW	2
93	N8783	MARAIREFSQDN (VMGR)(12KC130), MAW	2
94	N8851	MAR F/A SQDN (VMFA)(12-F/A18), MAW	4
95	N8859	MAR ATK SQDN (VMA)(16-AV8B), MAW	4
96	N8840	MAR ALL WTHR F/A SQDN (VMFA(AW))(12-F/A18D)	2
97	N8890	VMU, MAG, MAW	1
98	N8657	MARTACT ELECTWAR SQDN (VMAQ)(5 EA-6B A/C)	2

Table J-1. Notional MEF

Notional MEF Vehicle Baselines

ITV FY07 MAGTF Source: ITV AO		Cargo Allow		
T/E No	LMIS_Unit_Description	xMulti	Allow	Total
N4718	FORCE RECON CO, SRIG	1	0	0
N1421	RECON BN, MARDIV	1	0	0
N1121	HQCO, INFREGT, MARDIV	3	18	54
N1172	H&SCO, INFBN, INFREGT, MARDIV	9	24	216
N1173	WPNSCO, INFBN, INFREGT, MARDIV	9	8	72
				342

Table J-2. MEF ITV Cargo Variant Availability

General Purpose HMMWV(A2) with M101A1 Trailer		FY07	D1158		D0850	
T/E No	LMIS_Unit_Description	xMulti	M1123 Cargo		M101A1 TRLR	
			Allow	Total	Allow	Total
N1022	H&SCO, HQBN, MARDIV	1	73	73	17	17
N1024	MPCO, HQBN, MARDIV	1	7	7	2	2
N1025	COMMCO, HQBN, MARDIV	1	19	19	10	10
N1026	TRKCO, HQBN, MARDIV	1	13	13		
N1121	HQCO, INFREGT, MARDIV	3	0	0	7	21
N1172	H&SCO, INFBN, INFREGT, MARDIV	9	0	0	6	54
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, MARDIV	1	16	16	12	12
N1323	CMBT ENGRCO, COMBAT ENGRBN, MARDIV	4	15	60	4	16
N1421	RECON BN, MARDIV	1	0	0	3	3
N1521	H&SCO, TANKBN, MARDIV	1	36	36		
N1522	TANKCO(M1A1), TANKBN, MARDIV	4	4	16		
N1621	H&SCO, ASLT AMPHIBBN, MARDIV	1	14	14		
N1623	ASLT AMPHIBCO, ASLT AMPHIBBN, MARDIV	4	3	12		
N1761	H&SCO, LARBN, MARDIV	1	23	23		
N2201	HQBTRY, ARTYREGT, MARDIV	1	45	45	23	23
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, MARDIV	12	5	60	5	60
N2209	HQBTRY, ARTYBN(M198), ARTY REGT, MARDIV	4	18	72	12	48
N3211	HQCO, H&SBN, FSSG	1	75	75	21	21
N3213	COMMCO, H&SBN, FSSG	1	9	9	2	2
N3214	MPCO, H&SBN, FSSG	1	7	7		
N3221	H&SCO, SUPBN, FSSG	1	28	28	9	9
N3231	H&SCO, MAINTBN, FSSG	1	9	9		
N3232	ELECT MAINTCO, MAINTBN, FSSG	1	5	5		
N3233	ENGR MAINTCO, MAINTBN, FSSG	1	7	7		
N3234	ORD MAINTCO, MAINTBN, FSSG	1	9	9	2	2
N3235	MT MAINTCO, MAINTBN, FSSG	1	8	8		
N3236	G/S MAINTCO, MAINTBN, FSSG	1	6	6	6	6
N3251	H&SCO, ENGRSPTBN, FSSG	1	3	3		
N3252	ENGRSPTCO, ENGRSPTBN, FSSG	1	29	29		
N3253	BRIDGECO, ENGRSPTBN, FSSG	1	4	4		
N3254	BULKFUELCO, ENGRSPTBN, FSSG	1	13	13	4	4
N3255	ENGRCO, ENGRSPTBN, FSSG	3	8	24		
N3271	H&SCO, MEDBN, FSSG	1	14	14	10	10
N3272	SURGICAL CO, MED BN, FSSG	3	1	3		
N3281	H&SCO, DENTBN, FSSG	1	1	1		
N3282	DENTALCO, DENTBN, FSSG	3	1	3		
N3291	H&SCO, SUPPORTBN, FSSG	1	9	9	2	2
N3292	LDGSPTCO, SUPPORTBN, FSSG	1	3	3		
N3293	SPTCO, SUPPORTBN, FSSG	1	5	5		
N3294	BEACH &TERMINAL OPSCO, SUPPORTBN, FSSG	1	5	5		
N3295	G/S MTCO, SUPPORTBN, FSSG	1	21	21		
N3296	D/S MTCO, SUPPORTBN, FSSG	2	10	20		
N4706	MEF HQ GROUP	1	60	60	12	12
N4714	CI/HUMINTCO, INTEL BN, MEF	1	24	24	7	7
N4715	P&ACO, INTEL BN, MEF	1	8	8	1	1
N4716	HQCO, INTEL BN, MEF	1	10	10	10	10
N4718	FORCE RECON CO, SRIG	1	14	14	6	6
N4732	SPECIAL SECURITY COMM TEAM, FMF	6	1	6	1	6
N4735	CO A, RADIO BN	1	25	25		
N4736	CO B, RADIO BN	1	14	14	8	8
N4737	H&SCO, RADIO BN	1	14	14		
N4783	SERV CO, COMM BN, SRIG	1	38	38	21	21
N8615	MACG HQ	1	12	12		

General Purpose HMMWV(A2) with M101A1 Trailer		FY07	D1158		D0850	
T/E No	LMIS_Unit_Description	xMulti	M1123 Cargo		M101A1 TRLR	
			Allow	Total	Allow	Total
N8641	HQ, MACS (REIN), MACG, MAW	1	6	6		
N8642	TAOC, MACS (REIN), MACG, MAW	1	9	9		
N8643	ATC, MACS (REIN), MACG, MAW	4	4	16		
N8644	EW/C, MACS(REIN), MACG, MAW	1	4	4		
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1	16	16		
N8660	MASS, MACG, MAW	1	14	14	6	6
N8692	HQ BTRY, LAADBN	1	5	5		
N8694	FIRING BTRY, LAADBN	2	32	64	9	18
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	65	130		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	65	130		
N8890	VMU, MAG, MAW	1	10	10	16	16
	Total MEF FY07 Availability			1415		433

Table J-3. MEF General Purpose HMMWV(A2) Cargo Variant Availability

General Purpose MTRV with Trailers		FY07	D0198		D1062		D0080		D0880		DMFTR	
T/E No	LMIS_Unit_Description	xMulti	Cargo 14'		CARGO 20'		M353 TRLR		M149 WATER		MFTR	
			Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1022	H&SCO, HQBN, MARDIV	1	21	21	0	0			5	5	10	10
N1025	COMMCO, HQBN, MARDIV	1	20	20	0	0	11	11	2	2	8	8
N1026	TRKCO, HQBN, MARDIV	1	105	105	0	0			13	13	57	57
N1121	HQCO, INFREGT, MARDIV	3	10	30	0	0	5	15	4	12	6	18
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, MARDIV	1	10	10	0	0	35	35	6	6	11	11
N1521	H&SCO, TANKBN, MARDIV	1	44	44	0	0	4	4	9	9	12	12
N1621	H&SCO, ASLT AMPHIBBN, MARDIV	1	14	14	0	0	3	3	3	3	3	3
N1623	ASLT AMPHIBCO, ASLT AMPHIBBN, MARDIV	4	2	8	0	0			2	8		
N1761	H&SCO, LARBN, MARDIV	1	23	23	0	0	7	7	8	8	6	6
N2201	HQBTRY, ARTYREGT, MARDIV	1	40	40	0	0	15	15	6	6	14	14
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, MARDIV	12	16	192	0	0			1	12	8	96
N2209	HQBTRY, ARTYBN(M198), ARTY REGT, MARDIV	4	10	40	0	0			2	8	3	12
N3211	HQCO, H&SBN, FSSG	1	26	26	0	0			12	12	6	6
N3213	COMMCO, H&SBN, FSSG	1	3	3	0	0			1	1	2	2
N3221	H&SCO, SUPBN, FSSG	1	6	6	2	2			11	11	2	2
N3231	H&SCO, MAINTBN, FSSG	1	14	14	4	4	32	32	4	4	5	5
N3232	ELECT MAINTCO, MAINTBN, FSSG	1	8	8	3	3			1	1		
N3233	ENGR MAINTCO, MAINTBN, FSSG	1	0	0	0	0			1	1		
N3234	ORD MAINTCO, MAINTBN, FSSG	1	0	0	0	0			1	1		
N3235	MT MAINTCO, MAINTBN, FSSG	1	0	0	0	0			3	3		
N3236	G/S MAINTCO, MAINTBN, FSSG	1	0	0	3	3			1	1		
N3251	H&SCO, ENGRSPTBN, FSSG	1	2	2								
N3252	ENGRSPTCO, ENGRSPTBN, FSSG	1	0	0	0	0	55	55			7	7
N3253	BRIDGECO, ENGRSPTBN, FSSG	1	0	0	6	6					4	4
N3254	BULKFUELCO, ENGRSPTBN, FSSG	1							4	4		
N3255	ENGRCO, ENGRSPTBN, FSSG	3	2	6	0	0			1	3	3	9
N3271	H&SCO, MEDBN, FSSG	1	16	16	0	0			2	2	5	5
N3272	SURGICAL CO, MED BN, FSSG	3							3	9		
N3293	SPTCO, SUPPORTBN, FSSG	1	12	12	0	0			9	9		
N3295	G/S MTCO, SUPPORTBN, FSSG	1	94	94	0	0			4	4	5	5
N3296	D/S MTCO, SUPPORTBN, FSSG	2	36	72	0	0			16	32	36	72
N4706	MEF HQ GROUP	1	34	34	1	1	2	2			18	18
N4715	P&ACO, INTEL BN, MEF	1					2	2				
N4718	FORCE RECON CO, SRIG	1	3	3	0	0			1	1	2	2

General Purpose MTRV with Trailers		FY07	D0198		D1062		D0080		D0880		DMFTR	
T/E No	LMIS_Unit_Description	xMulti	Cargo 14'		CARGO 20'		M353 TRLR		M149 WATER		MFTR	
			Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4732	SPECIAL SECURITY COMM TEAM, FMF	6	1	6	2	12					1	6
N4737	H&SCO, RADIO BN	1	41	41	0	0	16	16	4	4	3	3
N4783	SERV CO, COMM BN, SRIG	1	36	36	10	10	39	39	6	6	10	10
N8615	MACG HQ	1	8	8	6	6	9	9	4	4		
N8641	HQ, MACS (REIN), MACG, MAW	1	16	16					2	2	1	1
N8642	TAOC, MACS (REIN), MACG, MAW	1	2	2			24	24	2	2	2	2
N8643	ATC, MACS (REIN), MACG, MAW	4	6	24	0	0			1	4		
N8644	EW/C, MACS(REIN), MACG, MAW	1	2	2	0	0	10	10	1	1		
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1					10	10				
N8652	AIRFIELD DET, MWCS, MACG, MAW	2	6	12	0	0	9	18	2	4	3	6
N8660	MASS, MACG, MAW	1	19	19	6	6	14	14	4	4	2	2
N8692	HQ BTRY, LAADBN	1	4	4	0	0	2	2	2	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	0	0	25	50	20	40	11	22	7	14
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	0	0	21	42	18	36	11	22	7	14
N8890	VMU, MAG, MAW	1	2	2	7	7	2	2	2	2	2	2
Total				1015		152		401		270		444

Table J-4. MEF MTRV Cargo Variants Availability

LVSR FY07 MEF Baseline with M870 Semi Trailer		FY07	D0209		D0878		D0235		D0881		D0877	
T/E No	LMIS_Unit_Description	xMulti	Mk48 FPU		Mk16 5th Wheel		M870 Semi Trlr		Mk18A1 Trlr		Mk15 Wrecker	
			Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, MARDIV	1	6	6	6	6	6	6	1	1	1	1
N1521	H&SCO, TANKBN, MARDIV	1	10	10	1	1	1	1	8	8	1	1
N1621	H&SCO, ASLT AMPHIBBN, MARDIV	1	5	5					4	4	1	1
N1623	ASLT AMPHIBCO, ASLT AMPHIBBN, MARDIV	4	1	4					1	4		
N1761	H&SCO, LARBN, MARDIV	1	5	5	1	1	1	1	4	4	0	0
N2201	HQBTRY, ARTYREGT, MARDIV	1	10	10	5	5	5	5	4	4		
N2209	HQBTRY, ARTYBN(M198), ARTY REGT, MARDIV	4	2	8					2	8		
N3235	MT MAINTCO, MAINTBN, FSSG	1	3	3							3	3
N3252	ENGRSPTCO, ENGRSPTBN, FSSG	1	4	4	2	2	2	2			2	2
N3253	BRIDGECO, ENGRSPTBN, FSSG	1	24	24					24	24		
N3255	ENGRCO, ENGRSPTBN, FSSG	3	2	6	2	6	2	6				
N3291	H&SCO, SUPPORTBN, FSSG	1	6	6	6	6					6	6
N3295	G/S MTCO, SUPPORTBN, FSSG	1	78	78	13	13	13	13	78	78		
N3296	D/S MTCO, SUPPORTBN, FSSG	2	52	104					52	104		
N4783	SERV CO, COMM BN, SRIG	1	9	9	2	2	2	2	7	7		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	10	20	4	8	4	8	5	10	1	2
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	10	20	4	8	4	8	5	10	1	2
TOTALS				322		58		52		266		18

Table J-5. MEF LVSR Availability

MHE FY07 MEF Baseline		FY07	B2566		B2561		B0391		B2567	
T/E No	LMIS_Unit_Description	xMulti	RT4000		EBFL		RTCH 50k		TRAM	
			Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, MARDIV	1	2	2	5	5			10	10
N1521	H&SCO, TANKBN, MARDIV	1	1	1	1	1			1	1
N1621	H&SCO, ASLT AMPHIBBN, MARDIV	1			1	1			1	1
N1761	H&SCO, LARBN, MARDIV	1			1	1			1	1
N2201	HQBTRY, ARTYREGT, MARDIV	1	8	8					8	8
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, MARDIV	12	1	12						
N2209	HQBTRY, ARTYBN(M198), ARTY REGT, MARDIV	4	2	8						
N3233	ENGR MAINTCO, MAINTBN, FSSG	1	2	2					1	1
N3234	ORD MAINTCO, MAINTBN, FSSG	1	1	1						
N3252	ENGRSPTCO, ENGRSPTBN, FSSG	1	2	2					4	4
N3253	BRIDGECO, ENGRSPTBN, FSSG	1								
N3254	BULKFUELCO, ENGRSPTBN, FSSG	1	2	2					5	5
N3255	ENGRCO, ENGRSPTBN, FSSG	3							1	3
N3293	SPTCO, SUPPORTBN, FSSG	1	30	30	47	47	11	11	30	30
N4737	H&SCO, RADIO BN	1			1	1				
N4783	SERV CO, COMM BN, SRIG	1	2	2	2	2			2	2
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	6	12	12	24	2	4	9	18
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	6	12	12	24	2	4	8	16
N8890	VMU, MAG, MAW	1			1	1				
Total MEF Availability				94		107		19		100

Table J-6. MEF MHE Availability

Tractor Truck and Refueler FY07 MEF Baseline		FY07	D1134		D0215	
T/E No	LMIS_Unit_Description	xMulti	M931 5T Tractor		M970 REFUEL	
			Allow	Total	Allow	Total
N1521	H&SCO, TANKBN, MARDIV	1	1	1		
N1761	H&SCO, LARBN, MARDIV	1	1	1		
N3295	G/S MTCO, SUPPORTBN, FSSG	1	20	20	20	20
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	10	20	10	20
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	10	20	10	20
				62		60

Table J-7. MEF 5-Ton Tractor Truck and Refueler Availability

Acquisition Objectives For New Vehicle Programs

ITV Acquisition Objective Source: Maj A.W. Brooks, Regts Div, MCCDC		Multi	Cargo		LSV		MRC-145		MRC-138		Ambul	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	21	21	23	23	17	17	7	7
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	7	70	0	0	0	0	0	0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	10	10	0	0	0	0	0	0
N1411	H&S CO 1ST RECON BN, 1ST MARDIV	1	0	0	18	18	0	0	0	0	0	0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	7	56	0	0	0	0	0	0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	10	10	0	0	0	0	0	0

ITV Acquisition Objective Source: Maj A.W. Brooks, Regts Div, MCCDC		Multi	Cargo		LSV		MRC-145		MRC-138		Ambul	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1421	H&S CO 2D RECON BN, 2D MARDIV	1	0	0	18	18	0	0	0	0	0	0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	7	14	0	0	0	0	0	0
N1431	H&S CO 3D RECON BN, 3D MARDIV	1	0	0	8	8	0	0	0	0	0	0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	7	28	0	0	0	0	0	0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	7	21	0	0	0	0	0	0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	7	42	0	0	0	0	0	0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	10	10	0	0	0	0	0	0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	10	10	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	18	18	0	0	0	0	0	0
H1173	WPNSCO, INFBN, INFREGT/MPS1	3	0	0	7	21	0	0	0	0	0	0
I1173	WPNSCO, INFBN, INFREGT/MPS2	3	0	0	7	21	0	0	0	0	0	0
J1173	WPNSCO, INFBN, INFREGT/MPS3	3	0	0	7	21	0	0	0	0	0	0
W1173	WEAPONSCO, INFBN, INFREGT/PREPORONOR	3	8	24	7	21	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	8	24	5	15	1	3
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0	5	50	3	30	2	20
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	8	24	5	15	1	3
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0	5	40	3	24	2	16
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	8	8	5	5	1	1
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0	5	10	3	6	2	4
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	8	8	5	5	1	1
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0	5	20	3	12	2	8
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	8	8	5	5	1	1
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	8	16	5	10	1	2
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0	5	15	3	9	2	6
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0	5	30	3	18	2	12
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	8	8	4	4	1	1
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0	5	15	3	9	1	3
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	8	8	4	4	1	1
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0	5	15	3	9	1	3
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	8	8	4	4	1	1
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0	5	15	3	9	1	3
W1121	HQCO, INFREGT/PREPORONOR	1	18	18	0	0	0	0	0	0	0	0
W1172	H&SCO, INFBN, INFREGT/PREPORONOR	3	24	72	0	0	0	0	0	0	0	0
	Total			1608		438		345		210		96

Table J-8. Acquisition Objective for the ITV

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1	32	32	0	0	0	0				
045060	MARCOR ADMIN DET, LACKLAND AFB, TX	1	0	0	4	4	0	0				
095060	MARCOR ADMIN DET, FT LEE, VA	1	2	2	0	0	0	0				
115060	MARCOR ADMIN DET, FT BLISS, TX	1	5	5	0	0	0	0				
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1	2	2	0	0	0	0				
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP,	1	5	5	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	PAC											
6503	H&S CO, MCSF BN	1	16	16	4	4	0	0				
6521	MCSF CO, GTMO, MCSF BN	1	9	9					1	1		
7014	MCLB, ALBANY, GA	1	2	2	0	0	0	0				
7015	DMFA / WRMR, MCLB, ALBANY, GA	1	533 ¹	0								
7401	HQ, MCCDC, QUANTICO, VA	1	6	6	0	0	0	0				
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1	6	6	0	0	0	0	7	7		
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1	1	1	0	0	0	0				
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1	9	9	4	4	0	0	2	2		
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1	4	4	0	0	0	0				
7511	HQ&SPTBN, MCB, CAMP LEJEUNE, NC	1	0	0	0	0	0	0				
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1	3	3	0	0	0	0				
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1	75	75	0	0	0	0				
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1	20	20	3	3	0	0				
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1	3	3	0	0	0	0				
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1	0	0	5	5	0	0				
7632	SCHOOLS BN, MCB, CAMPEN, CA	1	7	7	0	0	0	0				
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1	10	10	2	2	0	0				
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	155	155	25	25	0	0	17	17		
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1	14	14	10	10	0	0	6	6		
7801	HQ BN, CAMP FUJI, JAPAN	1	15	15	0	0	0	0				
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1	2	2	0	0	0	0	1	1		
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2	5	10	3	6	0	0				
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1	29	29	0	0	0	0				
B3311	H&SCO, CSSG-3 (HI)	1	10	10	0	0	0	0	3	3		
B3321	SUPCO, CSSG-3 (HI)	1	2	2	0	0	0	0				
B3331	MAINTCO, CSSG-3 (HI)	1	3	3	0	0	0	0				
B3341	LDGSPTCO, CSSG-3 (HI)	1	7	7	0	0	0	0				
B3361	MTCO, CSSG-3 (HI)	1	28	28	0	0	0	0				
B3371	MEDCO, CSSG-3 (HI)	1	1	1	0	0	0	0				
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1	1	1	0	0	0	0				
H1023	DET, SERVCO, HQBN/MPS1	1	23	23	0	0	0	0				
H1024	DET, MPCO, HQBN/MPS1	1	0	0	0	0	0	0				
H1025	DET, COMMCO, HQBN/MPS1	1	10	10	0	0	0	0	3	3		
H1026	DET, TRUCKCO, HQBN/MPS1	1	2	2	0	0	0	0				
H1029	DET, RECONCO, HQBN/MPS1	1	2	2	0	0	0	0	1	1		
H1321	H&SCO(-), COMBAT ENGRBN/MPS1	1	0	0	0	0	0	0	2	2		
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1	2	2	0	0	0	0				
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2	4	8	0	0	0	0				
H1521	H&SCO, TANKBN/MPS1	1	19	19	13	13	0	0	2	2		
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1	5	5	0	0	0	0	1	1		

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H M1123 hulks. These hulks are not counted toward AO computations.

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H1623	ASLT AMPHIB CO, AA BN/MPS1	2	3	6	0	0	0	0				
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1	7	7	0	0	0	0				
H2201	DET, HQBTRY, ARTYREGT/MPS1	1	0	0	0	0	0	0	6	6		
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5	10	50	0	0	0	0				
H2209	HQBTRY, ARTYBN (T)/MPS1	1	0	0	0	0	0	0	5	5		
H3211	DET, HQCO, H&SBN/MPS1	1	4	4	0	0	0	0				
H3213	DET, COMMCO, H&SBN/MPS1	1	2	2	0	0	0	0	3	3		
H3214	DET, MPCO, H&SBN/MPS1	1	15	15	0	0	0	0				
H3221	DET, H&SCO, SUPBN/MPS1	1	5	5	0	0	0	0				
H3222	DET, AMMOCO, SUPBN/MPS1	1	2	2	0	0	0	0				
H3224	DET, SUPCO, SUPBN/MPS1	1	2	2	0	0	0	0				
H3231	DET, H&SCO, MAINTBN/MPS1	1	2	2	0	0	0	0				
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1	2	2	0	0	0	0				
H3233	ENGRMAINTCO, MAINTBN/MPS1	1	3	3	0	0	0	0				
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1	2	2	0	0	0	0				
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1	2	2	0	0	0	0				
H3236	DET, G/SMMAINTCO, MAINTBN/MPS1	1	2	2	0	0	0	0				
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1	5	5	0	0	0	0	2	2		
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1	3	3	0	0	0	0				
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1	5	5	0	0	0	0				
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1	8	8	0	0	0	0				
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1	0	0	0	0	0	0	1	1		
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1	5	5	0	0	0	0				
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1	5	5	0	0	0	0				
H3255	ENGRCO, ENGRSPTBN/MPS1	1	8	8	0	0	0	0				
H3261	DET, H&SCO, MTBN/MPS1	1	6	6	0	0	0	0	1	1		
H3262	DET, G/SMTCO, MTBN/MPS1	1	4	4	0	0	0	0				
H3263	DET, D/SMTCO, MTBN/MPS1	1	9	9	0	0	0	0				
H3271	DET, H&SCO, MEDBN/MPS1	1	2	2	0	0	0	0	1	1		
H4706	DET, H&SCO, SRIG/MPS1	1	37	37	0	0	0	0				
H4708	DET, TOPO, INTELCO, SRIG/MPS1	1	4	4	0	0	0	0				
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1	2	2	0	0	0	0				
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1	4	4	0	0	0	0				
H4715	DET, CIT, INTELCO, SRIG/MPS1	1	3	3	0	0	0	0				
H4718	DET, FORCERECONCO, SRIG/MPS1	1	3	3	0	0	0	0				
H4738	DET, RADIO BN, SRIG/MPS1	1	10	10	0	0	0	0				
H4787	DET, COMM BN/MPS1	1	12	12	0	0	0	0	10	10		
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1	6	6	0	0	0	0				
H8615	DET, H&HS, MACG/MPS1	1	22	22	0	0	0	0				
H8631	HQ, MACS, MACG/MPS1	1	4	4	0	0	0	0				
H8633	ATC, MACS, MACG/MPS1	2	2	4	0	0	0	0				
H8651	DET, HQ, MWCS, MACG/MPS1	1	0	0	8	8	0	0	1	1		
H8652	DET, MWCS/MPS1	1	4	4	0	0	0	0	3	3		
H8660	DET, MASS, MACG/MPS1	1	4	4	0	0	0	0	1	1		
H8682	DET, H&SBTRY, LAAMBN/MPS1	1	3	3	0	0	0	0	1	1		
H8694	DET, LAADBTRY, LAADBN/MPS1	1	52	52	0	0	0	0	2	2		

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8702	DET, MWSS(FW)/MPS1	1	12	12	0	0	0	0	1	1		
H8703	DET, MWSS(RW)/MPS1	1	12	12	0	0	0	0				
H8890	DET, VMU/MPS1	1	4	4	0	0	0	0				
I1023	DET, SERVCO, HQBN/MPS2	1	23	23	0	0	0	0				
I1024	DET, MPCO, HQBN/MPS2	1	0	0	0	0	0	0				
I1025	DET, COMMCO, HQBN/MPS2	1	10	10	0	0	0	0	3	3		
I1026	DET, TRUCKCO, HQBN/MPS2	1	2	2	0	0	0	0				
I1029	DET, RECONCO, HQBN/MPS2	1	2	2	0	0	0	0	1	1		
I1321	H&SCO(-), COMBAT ENGRBN/MPS2	1	0	0	0	0	0	0	2	2		
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1	2	2	0	0	0	0				
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2	4	8	0	0	0	0				
I1521	H&SCO, TANKBN/MPS2	1	19	19	13	13	0	0	2	2		
I1522	TANKCO (M1A1), TANKBN/MPS2	4	0	0	0	0	0	0				
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1	5	5	0	0	0	0	1	1		
I1623	ASLT AMPHIB CO, AA BN/MPS2	2	3	6	0	0	0	0				
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1	7	7	0	0	0	0				
I2201	DET, HQBTRY, ARTYREGT/MPS2	1	0	0	0	0	0	0	6	6		
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5	10	50	0	0	0	0				
I2209	HQBTRY, ARTYBN (T)/MPS2	1	0	0	0	0	0	0	5	5		
I3211	DET, HQCO, H&SBN/MPS2	1	4	4	0	0	0	0				
I3212	DET, SERVCO, H&SBN/MPS2	1										
I3213	DET, COMMCO, H&SBN/MPS2	1	2	2	0	0	0	0	3	3		
I3214	DET, MPCO, H&SBN/MPS2	1	15	15	0	0	0	0				
I3221	DET, H&SCO, SUPBN/MPS2	1	5	5	0	0	0	0				
I3222	DET, AMMOCO, SUPBN/MPS2	1	2	2	0	0	0	0				
I3224	DET, SUPCO, SUPBN/MPS2	1	2	2	0	0	0	0				
I3231	DET, H&SCO, MAINTBN/MPS2	1	2	2	0	0	0	0				
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1	2	2	0	0	0	0				
I3233	ENGRMAINTCO, MAINTBN/MPS2	1	3	3	0	0	0	0				
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1	2	2	0	0	0	0				
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1	2	2	0	0	0	0				
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1	2	2	0	0	0	0				
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1	5	5	0	0	0	0	2	2		
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1	3	3	0	0	0	0				
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1	5	5	0	0	0	0				
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1	8	8	0	0	0	0				
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1	0	0	0	0	0	0	1	1		
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1	5	5	0	0	0	0				
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1	5	5	0	0	0	0				
I3255	ENGRCO, ENGRSPTBN/MPS2	1	8	8	0	0	0	0				
I3261	DET, H&SCO, MTBN/MPS2	1	6	6	0	0	0	0	1	1		
I3262	DET, G/SMTCO, MTBN/MPS2	1	4	4	0	0	0	0				
I3263	DET, D/SMTCO, MTBN/MPS2	1	9	9	0	0	0	0				
I3271	DET, H&SCO, MEDBN/MPS2	1	2	2	0	0	0	0	1	1		
I4706	DET, H&SCO, SRIG/MPS2	1	37	37	0	0	0	0				
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1	4	4	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1	2	2	0	0	0	0				
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1	4	4								
I4715	DET, CIT, INTELCO, SRIG/MPS2	1	3	3	0	0	0	0				
I4718	DET, FORCERECONCO, SRIG/MPS2	1	3	3	0	0	0	0				
I4738	DET, RADIOBN, SRIG/MPS2	1	10	10	0	0	0	0				
I4787	DET, COMM BN/MPS2	1	12	12	0	0	0	0	10	10		
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1	6	6	0	0	0	0				
I8615	DET, H&HS, MACG/MPS2	1	22	22	0	0	0	0				
I8631	HQ, MACS, MACG/MPS2	1	4	4	0	0	0	0				
I8633	ATC, MACS, MACG/MPS2	2	2	4	0	0	0	0				
I8651	DET, HQ, MWCS, MACG/MPS2	1	0	0	8	8	0	0	1	1		
I8652	DET, MWCS/MPS2	1	4	4	0	0	0	0	3	3		
I8660	DET, MASS, MACG/MPS2	1	4	4	0	0	0	0	1	1		
I8682	DET, H&SBTRY, LAAMBN/MPS2	1	3	3	0	0	0	0	1	1		
I8694	DET, LAADBTRY, LAADBN/MPS2	1	52	52	0	0	0	0	2	2		
I8702	DET, MWSS(FW)/MPS2	1	12	12	0	0	0	0	1	1		
I8703	DET, MWSS(RW)/MPS2	1	12	12	0	0	0	0				
I8890	DET, VMU/MPS2	1	4	4	0	0	0	0				
J1023	DET, SERVCO, HQBN/MPS3	1	23	23	0	0	0	0				
J1025	DET, COMMCO, HQBN/MPS3	1	10	10	0	0	0	0	3	3		
J1026	DET, TRUCKCO, HQBN/MPS3	1	2	2	0	0	0	0				
J1029	DET, RECONCO, HQBN/MPS3	1	2	2	0	0	0	0	1	1		
J1321	H&SCO(-), COMBAT ENGRBN/MPS3	1	0	0	0	0	0	0	2	2		
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1	2	2	0	0	0	0				
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2	4	8	0	0	0	0				
J1521	H&SCO, TANKBN/MPS3	1	19	19	13	13	0	0	2	2		
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1	5	5	0	0	0	0	1	1		
J1623	ASLT AMPHIB CO, AA BN/MPS3	2	3	6	0	0	0	0				
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1	7	7	0	0	0	0				
J2201	DET, HQBTRY, ARTYREGT/MPS3	1	0	0	0	0	0	0	6	6		
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5	10	50	0	0	0	0				
J2209	HQBTRY, ARTYBN (T)/MPS3	1	0	0	0	0	0	0	5	5		
J3211	DET, HQCO, H&SBN/MPS3	1	4	4	0	0	0	0				
J3213	DET, COMMCO, H&SBN/MPS3	1	2	2	0	0	0	0	3	3		
J3214	DET, MPCO, H&SBN/MPS3	1	15	15	0	0	0	0				
J3221	DET, H&SCO, SUPBN/MPS3	1	5	5	0	0	0	0				
J3222	DET, AMMOCO, SUPBN/MPS3	1	2	2	0	0	0	0				
J3224	DET, SUPCO, SUPBN/MPS3	1	2	2	0	0	0	0				
J3231	DET, H&SCO, MAINTBN/MPS3	1	2	2	0	0	0	0				
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1	2	2	0	0	0	0				
J3233	ENGRMAINTCO, MAINTBN/MPS3	1	3	3	0	0	0	0				
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1	2	2	0	0	0	0				
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1	2	2	0	0	0	0				
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1	2	2	0	0	0	0				
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1	5	5	0	0	0	0	2	2		
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1	3	3	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1	5	5	0	0	0	0				
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1	8	8	0	0	0	0				
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1	0	0	0	0	0	0	1	1		
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1	5	5	0	0	0	0				
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1	5	5	0	0	0	0				
J3255	ENGRCO, ENGRSPTBN/MPS3	1	8	8	0	0	0	0				
J3261	DET, H&SCO, MTBN/MPS3	1	6	6	0	0	0	0	1	1		
J3262	DET, G/SMTCO, MTBN/MPS3	1	4	4	0	0	0	0				
J3263	DET, D/SMTCO, MTBN/MPS3	1	9	9	0	0	0	0				
J3271	DET, H&SCO, MEDBN/MPS3	1	2	2	0	0	0	0	1	1		
J4706	DET, H&SCO, SRIG/MPS3	1	37	37	0	0	0	0				
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1	4	4	0	0	0	0				
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1	2	2	0	0	0	0				
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1	4	4	0	0	0	0				
J4715	DET, CIT, INTELCO, SRIG/MPS3	1	3	3	0	0	0	0				
J4718	DET, FORCERECONCO, SRIG/MPS3	1	3	3	0	0	0	0				
J4738	DET, RADIOBN, SRIG/MPS3	1	10	10	0	0	0	0				
J4787	DET, COMM BN/MPS3	1	12	12	0	0	0	0	10	10		
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1	6	6	0	0	0	0				
J8615	DET, H&HS, MACG/MPS3	1	22	22	0	0	0	0				
J8631	HQ, MACS, MACG/MPS3	1	4	4	0	0	0	0				
J8633	ATC, MACS, MACG/MPS3	2	2	4	0	0	0	0				
J8651	DET, MWCS, MACG/MPS3	1	0	0	8	8	0	0	1	1		
J8652	DET, MWCS/MPS3	1	4	4	0	0	0	0	3	3		
J8660	DET, MASS, MACG/MPS3	1	4	4	0	0	0	0	1	1		
J8682	DET, H&SBTRY, LAAMBN/MPS3	1	3	3	0	0	0	0	1	1		
J8694	DET, LAADBTRY, LAADBN/MPS3	1	52	52	0	0	0	0	2	2		
J8702	DET, MWSS(FW)/MPS3	1	12	12	0	0	0	0	1	1		
J8703	DET, MWSS(RW)/MPS3	1	12	12	0	0	0	0				
J8890	DET, VMU/MPS3	1	4	4	0	0	0	0				
M4623	FORCE RECON CO, FMF (MARFORRES)	1	0	0	0	0	0	0	1	1		
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1	18	18	0	0	0	0	2	2		
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	2	12	24	0	0	0	0				
M7550	MCSERVSPTSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1	117	117	0	0	0	0				
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1	4	4	0	0	0	0				
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1	13	13	0	0	0	0				
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	73	73	6	6	0	0				
N1014	MPCO, HQBN, 1ST MARDIV	1	7	7	8	8	0	0				
N1015	COMMCO, HQBN, 1ST MARDIV	1	19	19	0	0	0	0	16	16		
N1016	TRKCO, HQBN, 1ST MARDIV	1	13	13	0	0	0	0				
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	73	73	6	6	0	0				
N1024	MPCO, HQBN, 2D MARDIV	1	7	7	8	8	0	0				
N1025	COMMCO, HQBN, 2D MARDIV	1	19	19	0	0	0	0	16	16		
N1026	TRKCO, HQBN, 2D MARDIV	1	13	13	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	13	13	0	0	0	0				
N1032	H&SCO(-), HQBN, 3D MARDIV	1	73	73	4	4	0	0				
N1034	MPCO(-), HQBN, 3D MARDIV	1	5	5	6	6	0	0				
N1035	COMMCO, HQBN, 3D MARDIV	1	12	12	0	0	0	0	16	16		
N1036	TRKCO, HQBN, 3D MARDIV	1	13	13	0	0	0	0				
N1042	HQCO, HQBN, 4TH MARDIV	1	63	63	0	0	0	0				
N1043	SERVCO, HQBN, 4TH MARDIV	1	59	59	0	0	0	0				
N1044	MPCO, HQBN, 4TH MARDIV	1	10	10	2	2	0	0				
N1045	COMMCO, HQBN, 4TH MARDIV	1	19	19	0	0	0	0	19	19		
N1046	TRKCO, HQBN, 4TH MARDIV	1	13	13	0	0	0	0				
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1	24	24	0	0	0	0	3	3		
N1311	H&SCO, COMBAT ENGRBN, 1ST MARDIV	1	0	0	0	0	0	0	6	6		
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1	16	16	4	4	0	0				
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4	15	60	0	0	0	0				
N1321	H&SCO, COMBAT ENGRBN, 2D MARDIV	1	0	0	0	0	0	0	6	6		
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1	16	16	4	4	0	0				
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4	15	60	0	0	0	0				
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1	28	28	0	0	0	0				
N1341	H&SCO, COMBAT ENGRBN, 4TH MARDIV	1	0	0	0	0	0	0	6	6		
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1	16	16	4	4	0	0				
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4	15	60	0	0	0	0				
N1441	H&SCO, RECONBN, 4TH MARDIV	1	44	44	0	0	0	0	2	2		
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1	36	36	10	10	0	0	3	3		
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4	4	16	0	0	0	0				
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1	36	36	10	10	0	0	3	3		
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4	4	16	0	0	0	0				
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1	36	36	8	8	0	0	3	3		
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4	4	16	0	0	0	0				
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1	36	36	8	8	0	0	3	3		
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4	4	16	0	0	0	0				
N1611	H&SCO, 3D AABN, 1ST MARDIV	1	14	14	0	0	0	0	2	2		
N1612	CO D, 3D AABN, 1ST MARDIV	1	3	3	0	0	0	0				
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2	3	6	0	0	0	0				
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1	3	3	0	0	0	0				
N1621	H&SCO, 2D AABN, 2D MARDIV	1	14	14	0	0	0	0	2	2		
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4	3	12	0	0	0	0				
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1	3	3	0	0	0	0				
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1	5	5	0	0	0	0	2	2		
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1	6	6	0	0	0	0				
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1	6	6	0	0	0	0				
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1	23	23	4	4	0	0	3	3		
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1	23	23	4	4	0	0	3	3		

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1	23	23	4	4	0	0	3	3		
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1	23	23	4	4	0	0	3	3		
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1	3	3	0	0	0	0				
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1	45	45	0	0	0	0	9	9		
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12	5	60	3	36	0	0				
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4	18	72	0	0	0	0	5	20		
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1	45	45	0	0	0	0	9	9		
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12	5	60	3	36	0	0				
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4	18	72	0	0	0	0	5	20		
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1	46	46	6	6	0	0	8	8		
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4	5	20	3	12	0	0				
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1	18	18	0	0	0	0	5	5		
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1	45	45	0	0	0	0	9	9		
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15	5	75	3	45	0	0				
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5	18	90	0	0	0	0	5	25		
N3111	HQCO, H&SBN, 1ST FSSG	1	46	46	0	0	0	0				
N3113	COMMCO, H&SBN, 1ST FSSG	1	9	9	0	0	0	0	10	10		
N3114	MPCO, H&SBN, 1ST FSSG	1	8	8	20	20	0	0				
N3121	H&SCO, SUPBN, 1ST FSSG	1	27	27	0	0	0	0				
N3131	H&SCO, MAINTBN, 1ST FSSG	1	9	9	0	0	0	0				
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1	5	5	0	0	0	0				
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1	7	7	0	0	0	0				
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1	9	9	0	0	0	0				
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1	8	8	0	0	0	0				
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1	6	6	0	0	0	0				
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1	0	0	0	0	0	0	9	9		
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1	37	37	0	0	0	0				
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1	9	9	0	0	0	0				
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3	8	24	0	0	0	0				
N3171	H&SCO, MEDBN, 1ST FSSG	1	14	14	0	0	0	0	2	2		
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3	1	3	0	0	0	0				
N3181	H&SCO, DENTBN, 1ST FSSG	1	1	1	0	0	0	0				
N3182	DENTALCO, DENTBN, 1ST FSSG	3	1	3	0	0	0	0				
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1	8	8	0	0	0	0	7	7		
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1	3	3	0	0	0	0				
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1	10	10	0	0	0	0				
N3194	BEACH&TERMINAL OPS CO, SUPPORTBN, 1ST FSSG	1	5	5	0	0	0	0				
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1	11	11	0	0	0	0				
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2	7	14	0	0	0	0				
N3211	HQCO, H&SBN, 2D FSSG	1	75	75	0	0	0	0				
N3213	COMMCO, H&SBN, 2D FSSG	1	9	9	0	0	0	0	10	10		

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3214	MPCO, H&SBN, 2D FSSG	1	7	7	20	20	0	0				
N3221	H&SCO, SUPBN, 2D FSSG	1	28	28	0	0	0	0				
N3231	H&SCO, MAINTBN, 2D FSSG	1	9	9	0	0	0	0				
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1	5	5	0	0	0	0				
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1	7	7	0	0	0	0				
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1	9	9	0	0	0	0				
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1	8	8	0	0	0	0				
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1	6	6	0	0	0	0				
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1	3	3	0	0	0	0	9	9		
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1	29	29	0	0	0	0				
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1	4	4	0	0	0	0				
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1	13	13	0	0	0	0				
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3	8	24	0	0	0	0				
N3271	H&SCO, MEDBN, 2D FSSG	1	14	14	0	0	0	0	2	2		
N3272	SURGICAL CO, MEDBN, 2D FSSG	3	1	3	0	0	0	0				
N3281	H&SCO, DENTBN, 2D FSSG	1	1	1	0	0	0	0				
N3282	DENTALCO, DENTBN, 2D FSSG	3	1	3	0	0	0	0				
N3291	H&SCO, SUPPORTBN, 2D FSSG	1	9	9	0	0	0	0	3	3		
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	1	3	3	0	0	0	0				
N3293	SPTCO, SUPPORTBN, 2D FSSG	1	5	5	0	0	0	0				
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1	5	5	0	0	0	0				
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1	21	21	0	0	0	0				
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2	10	20	0	0	0	0				
N3311	HQCO, H&SBN, 3D FSSG	1	13	13	0	0	0	0				
N3313	COMMCO, H&SBN, 3D FSSG	1	3	3	0	0	0	0	8	8		
N3314	MPCO, H&SBN, 3D FSSG	1	7	7	12	12	0	0				
N3321	H&SCO, SUPBN, 3D FSSG	1	18	18	0	0	0	0				
N3331	H&SCO, MAINTBN, 3D FSSG	1	7	7	0	0	0	0				
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1	4	4	0	0	0	0				
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1	6	6	0	0	0	0				
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1	6	6	0	0	0	0				
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1	6	6	0	0	0	0				
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1	5	5	0	0	0	0				
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1	17	17	0	0	0	0	7	7		
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1	10	10	0	0	0	0				
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1	5	5	0	0	0	0				
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1	6	6	0	0	0	0				
N3371	H&SCO, MEDBN, 3D FSSG	1	14	14	0	0	0	0	2	2		
N3372	SURGICAL CO, MEDBN, 3D FSSG	2	1	2	0	0	0	0				
N3381	H&SCO, DENTBN, 3D FSSG	1	1	1	0	0	0	0				
N3382	DENTALCO, DENTBN, 3D FSSG	2	1	2	0	0	0	0				
N3391	H&SCO, SUPPORTBN, 3D FSSG	1	13	13	0	0	0	0	5	5		
N3393	SPTCO, SUPPORTBN, 3D FSSG	1	4	4	0	0	0	0				
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1	13	13	0	0	0	0				
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1	20	20	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3411	HQCO, H&SBN, 4TH FSSG	1	40	40	0	0	0	0				
N3413	COMMCO, H&SBN, 4TH FSSG	1	9	9	0	0	0	0	10	10		
N3414	MPCO, H&SBN, 4TH FSSG	1	11	11	13	13	0	0				
N3414	MPCO, H&SBN, 4TH FSSG	1	11	11	13	13	0	0				
N3421	H&SCO, SUPBN, 4TH FSSG	1	7	7	0	0	0	0				
N3422	AMMOCO, SUPBN, 4TH FSSG	1	9	9	0	0	0	0				
N3423	RATIONCO, SUPBN, 4TH FSSG	1	4	4	0	0	0	0				
N3424	SUPCO, SUPBN, 4TH FSSG	1	5	5	0	0	0	0				
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1	3	3	0	0	0	0				
N3431	H&SCO, MAINTBN, 4TH FSSG	1	9	9	0	0	0	0				
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1	5	5	0	0	0	0				
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1	7	7	0	0	0	0				
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1	9	9	0	0	0	0				
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1	8	8	0	0	0	0				
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1	6	6	0	0	0	0				
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1	7	7	0	0	0	0	3	3		
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1	5	5	0	0	0	0				
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1	5	5	0	0	0	0				
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1	3	3	0	0	0	0				
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2	3	6	0	0	0	0				
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1	5	5	0	0	0	0				
N3451	H&SCO, ENGRSPTBN, 4TH FSSG	1	0	0	0	0	0	0	9	9		
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1	29	29	0	0	0	0				
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1	4	4	0	0	0	0				
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1	4	4	0	0	0	0				
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3	9	27	0	0	0	0				
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3	8	24	0	0	0	0				
N3461	H&SCO, MTBN, 4TH FSSG	1	13	13	0	0	0	0	4	4		
N3462	G/S MTCO, MTBN, 4TH FSSG	1	8	8	0	0	0	0				
N3463	D/S MTCO, MTBN, 4TH FSSG	2	10	20	0	0	0	0				
N3471	H&SCO, MEDBN, 4TH FSSG	1	13	13	0	0	0	0	2	2		
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1	1	1	0	0	0	0				
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1	1	1	0	0	0	0				
N3481	H&SCO, DENTBN, 4TH FSSG	1	1	1	0	0	0	0				
N3482	DENTALCO, DENTBN, 4TH FSSG	3	1	3	0	0	0	0				
N4606	H&S CO, 1ST SRI GROUP	1	45	45	0	0	0	0				
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1	14	14	0	0	0	0				
N4616	HQCO, INTEL BN, I MEF	1	10	10	0	0	0	0				
N4618	FORCE RECONCO, 1ST SRI GROUP	1	16	16	0	0	0	0	2	2		
N4634	CO C, 1ST RADIO BN	1	2	2	0	0	0	0				
N4635	CO A, 1ST RADIO BN	1	24	24	0	0	0	0	4	4		
N4636	CO B, 1ST RADIO BN	1	4	4	0	0	0	0				
N4637	H&S CO, 1ST RADIO BN	1	20	20	0	0	0	0	10	10		
N4654	ANGLICO, 1ST SRI GROUP	1	29	29	0	0	0	0	24	24		
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1	38	38	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4684	SUPPORT CO, COMM BN, 1ST SRI GROUP	1	0	0	12	12	0	0				
N4685	COMM CO, COMM BN, 1ST SRI GROUP	3	0	0	0	0	0	0	17	51	1	3
N4686	HQ CO, COMM BN, 1ST SRI GROUP	1	0	0	0	0	0	0	6	6		
N4706	HQ CO, 2D SRI GROUP	1	60	60	0	0	0	0				
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1	24	24	0	0	0	0				
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1	8	8	0	0	0	0				
N4716	HQCO, INTELBN, II MEF	1	10	10	0	0	0	0				
N4718	FORCE RECONCO, 2D SRI GROUP	1	14	14	0	0	0	0	2	2		
N4722	COUNTERINTEL TEAM (RES ONLY)	2	6	12	0	0	0	0				
N4722	COUNTERINTEL TEAM (RES ONLY)	1	6	6	0	0	0	0				
N4725	FIU, MAW (RESERVE ONLY)	1	2	2	0	0	0	0				
N4732	SPECIAL SECURITY COMM TEAM, FMF	6	1	6	0	0	0	0				
N4735	CO A, RADIO BN, 2D SRI GROUP	1	25	25	0	0	0	0	4	4		
N4736	CO B, RADIO BN, 2D SRI GROUP	1	14	14	0	0	0	0				
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1	14	14	0	0	0	0	10	10		
N4754	MEF LIAISON ELEMENT, MHG	1	0	0	0	0	0	0	5	5		
N4783	SERV CO, COMM BN, 2D SRI GROUP	1	38	38	0	0	0	0				
N4784	SUPPORT CO, COMM BN, 2D SRI GROUP	1	0	0	12	12	0	0				
N4785	COMM CO, COMM BN, 2D SRI GROUP	3	0	0	0	0	0	0	10	30	1	3
N4786	HQ CO, COMM BN, 2D SRI GROUP	1	0	0	0	0	0	0	6	6		
N4805	SOTG, H&S BN, III MEF	1	5	5	0	0	0	0				
N4806	H&S CO, H&S BN, III MEF	1	51	51	0	0	0	0				
N4814	CI/HUMINT CO, INTEL BN, III MEF	1	18	18	0	0	0	0				
N4815	P&A CO, INTEL BN, III MEF	1	10	10	0	0	0	0				
N4816	HQ CO, INTEL BN, III MEF	1	7	7	0	0	0	0				
N4883	SERV CO, COMM BN, III MEF	1	44	44	0	0	0	0				
N4884	G/S COMM CO, COMM BN, III MEF	1	0	0	8	8	0	0	2	2		
N4885	D/S COMM CO, COMM BN, III MEF	1	0	0	0	0	0	0	16	16	3	3
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3	4	12	0	0	0	0				
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3	4	12	0	0	0	0				
N4917	MEF AUGMENTATION COMMAND ELEMENT	2	16	32	0	0	0	0				
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1	6	6	0	0	0	0				
N4983	SERV CO, COMM BN, MARFORRES	1	38	38	0	0	0	0				
N4984	COMM SPT CO, COMM BN, MARFORRES	1	0	0	8	8	0	0				
N4985	COMM CO, COMM BN, MARFORRES	1	0	0	0	0	0	0	16	16	3	3
N8615	HQ, MACG, MAW	1	12	12	0	0	0	0				
N8615	HQ, MACG, MAW	1	12	12	0	0	0	0				
N8615	HQ, MACG, MAW	1	12	12	0	0	0	0				
N8615	HQ, MACG, MAW	1	12	12	0	0	0	0				
N8631	HQ, MACS, MACG, MAW	1	6	6	0	0	0	0				
N8631	HQ, MACS, MACG, MAW	1	6	6	0	0	0	0				
N8631	HQ, MACS, MACG, MAW	1	6	6	0	0	0	0				
N8633	ATC, MACS, MACG, MAW	2	4	8	0	0	0	0				
N8633	ATC, MACS, MACG, MAW	2	4	8	0	0	0	0				

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001			D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8641	HQ, MACS (REIN), MACG, MAW	1	6	6	0	0	0	0				
N8641	HQ, MACS (REIN), MACG, MAW	1	6	6	0	0	0	0				
N8642	TAOC, MACS (REIN), MACG, MAW	1	9	9	0	0	2	2				
N8642	TAOC, MACS (REIN), MACG, MAW	1	9	9	0	0	2	2				
N8643	ATC, MACS (REIN), MACG, MAW	4	4	16	0	0	0	0				
N8643	ATC, MACS (REIN), MACG, MAW	4	4	16	0	0	0	0				
N8644	EW/C, MACS (REIN), MACG, MAW	1	4	4	0	0	2	2				
N8644	EW/C, MACS (REIN), MACG, MAW	1	4	4	0	0	2	2				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1	16	16	16	16	0	0				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1	16	16	16	16	0	0				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1	16	16	16	16	0	0				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1	16	16	16	16	0	0				
N8652	AIRFIELD DET, MWCS, MACG, MAW	1	0	0	0	0	0	0	10	10		
N8652	AIRFIELD DET, MWCS, MACG, MAW	2	0	0	0	0	0	0	10	20		
N8652	AIRFIELD DET, MWCS, MACG, MAW	1	0	0	0	0	0	0	10	10		
N8652	AIRFIELD DET, MWCS, MACG, MAW	2	0	0	0	0	0	0	10	20		
N8660	MASS, MACG, MAW	1	14	14	0	0	0	0	8	8		
N8660	MASS, MACG, MAW	1	14	14	0	0	0	0	8	8		
N8660	MASS, MACG, MAW	1	14	14	0	0	0	0	8	8		
N8660	MASS, MACG, MAW	1	14	14	0	0	0	0	8	8		
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1	67	67	0	0	0	0	5	5		
N8692	HQ BTRY, LAADBN	1	5	5	0	0	0	0	3	3		
N8692	HQ BTRY, LAADBN	1	5	5	0	0	0	0	3	3		
N8694	FIRING BTRY, LAADBN	2	32	64	0	0	0	0	5	10		
N8694	FIRING BTRY, LAADBN	2	32	64	0	0	0	0	5	10		
N8696	HQ BTRY, LAADBN (RES ONLY)	1	5	5	0	0	0	0	3	3		
N8697	FIRING BTRY, LAADBN (RES ONLY)	2	64	128	0	0	0	0	5	10		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	65	130	8	16	0	0	2	4		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	65	65	8	8	0	0	2	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	65	130	8	16	0	0	2	4		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	65	65	8	8	0	0	2	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	65	65	8	8	0	0	2	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	65	130	8	16			2	4		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	65	130	8	16			2	4		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	65	130	8	16			2	4		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1	65	65	8	8			2	2		
N8890	VMU, MAG, MAW	1	10	10	0	0	0	0	8	8		
N8890	VMU, MAG, MAW	1	10	10	0	0	0	0	8	8		

HMMWV(A2) Acquisition Objective Report 1 Source: LMIS 23 May 2001		FY07	D1158		D1159		D0187		A1935		A0920	
			M1123 Cargo		M1043 Armt Carr		M1097 Hvy		AN/MRC-138		Comm Grp Sat	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
P4852	ANGLICO (RESERVES ONLY)	2	17	34	0	0	0	0	24	48		
W1024	DET, MPCO, HQBN/PREONOR	1	2	2	0	0	0	0				
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	12	12								
W1420	DET, RECONBN, MARDIV/NALMEB	1	2	2								
W1521	DET, H&SCO, TKBN/PREONOR	1	0	0	4	4	0	0				
W2208	155BTRY, ARTYBN, ARTYREGT/PREONOR	3	10	30	0	0	0	0				
W3210	DET, H&SBN, FSSG/NALMEB	1	32	32								
W3230	DET, MAINTBN, FSSG/NALMEB	1	4	4								
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	13	13								
W3270	DET, MEDBN, FSSG/NALMEB	1	3	3								
W3290	TRANS SPTBN, FSSG/NALMEB	1	32	32								
W4706	DET, CE, MEF (FWD)/PREONOR	1	29	29	0	0	0	0				
W4717	DET, INTELBN, MHG/NALMEB	1	13	13								
W4718	DET, FORCE RECONCO/PREONOR	1	1	1	0	0	0	0				
W4738	DET, RADIOBN/PREONOR	1	11	11	0	0	0	0				
W4754	DET, MLE, MHG/NALMEB	1	17	17								
W4787	DET, COMMBN, MHG/NALMEB	1	5	5								
W8611	DET, MWHS, MAW/NALMEB	1	2	2								
W8615	DET, HQ, MACG/PREONOR	1	1	1	0	0	0	0				
W8640	DET, MACS(REIN), MACG, MAW/NALMEB	1	9	9	0	0	0	0				
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	6	6								
W8643	DET, MATCS, MACG/PREONOR	2	8	16	0	0	0	0				
W8652	DET, MWCS, MACG/PREONOR	1	3	3	0	0	0	0				
W8657	DET, VMAQ (5 EA6B)/PREONOR	1	1	1	0	0	0	0				
W8672	DET, MASS, MACG/PREONOR	1	1	1								
W8702	DET, MWSS (FW)/PREONOR	1	65	65	0	0	0	0				
W8703	DET, MWSS (RW)/PREONOR	1	65	65	0	0	0	0				
W8890	VMU, MACG, MAW/NALMEB	1	10	10								
Totals				7576		663		8		930		12

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001		FY07	A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
115060	MARCOR ADMIN DET, FT BLISS, TX	1									5	5
5065	MARCOR ADMIN DET, NMITC, DAM NECK, VA	1							2	2		
6521	MCSF CO, GTMO, MCSF BN	1	2	2	1	1						
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1	6	6	13	13						
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1			10	10						
7632	SCHOOLS BN, MCB, CAMPEN, CA	1			2	2						
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	29	29	0	0						
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1	24	24	16	16	10	10				
9916	CIVIL DISTURBANCE (HQMC USE ONLY)	1			8	8						
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2			4	8						
B3311	H&SCO, CSSG-3 (HI)	1	5	5	9	9						

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001			A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H1024	DET, MPCO, HQBN/MPS1	1			2	2						
H1025	DET, COMMCO, HQBN/MPS1	1			2	2						
H1026	DET, TRUCKCO, HQBN/MPS1	1			1	1						
H1321	H&SCO(-), COMBAT ENGRBN/MPS1	1			1	1						
H1521	H&SCO, TANKBN/MPS1	1			3	3						
H1522	TANKCO (M1A1), TANKBN/MPS1	4			1	4						
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1			1	1						
H1623	ASLT AMPHIB CO, AA BN/MPS1	2			1	2						
H2201	DET, HQBTRY, ARTYREGT/MPS1	1			1	1						
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5			3	15						
H2209	HQBTRY, ARTYBN (T)/MPS1	1			2	2						
H3213	DET, COMMCO, H&SBN/MPS1	1			1	1						
H3214	DET, MPCO, H&SBN/MPS1	1			1	1						
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1			1	1						
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1			2	2						
H3261	DET, H&SCO, MTBN/MPS1	1			1	1						
H4738	DET, RADIO BN, SRIG/MPS1	1			1	1						
H4787	DET, COMM BN/MPS1	1	9	9	3	3						
H8631	HQ, MACS, MACG/MPS1	1			1	1						
H8651	DET, HQ, MWCS, MACG/MPS1	1	12	12			8	8				
H8652	DET, MWCS/MPS1	1			3	3						
H8660	DET, MASS, MACG/MPS1	1			1	1						
H8702	DET, MWSS(FW)/MPS1	1			2	2						
H8703	DET, MWSS(RW)/MPS1	1			2	2						
I1024	DET, MPCO, HQBN/MPS2	1			2	2						
I1025	DET, COMMCO, HQBN/MPS2	1			2	2						
I1026	DET, TRUCKCO, HQBN/MPS2	1			1	1						
I1321	H&SCO(-), COMBAT ENGRBN/MPS2	1			1	1						
I1521	H&SCO, TANKBN/MPS2	1			3	3						
I1522	TANKCO (M1A1), TANKBN/MPS2	4			1	4						
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1			1	1						
I1623	ASLT AMPHIB CO, AA BN/MPS2	2			1	2						
I2201	DET, HQBTRY, ARTYREGT/MPS2	1			1	1						
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5			3	15						
I2209	HQBTRY, ARTYBN (T)/MPS2	1			2	2						
I3213	DET, COMMCO, H&SBN/MPS2	1			1	1						
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1			1	1						
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1			2	2						
I3261	DET, H&SCO, MTBN/MPS2	1			1	1						
I4738	DET, RADIOBN, SRIG/MPS2	1			1	1						
I4787	DET, COMM BN/MPS2	1	9	9	3	3						
I8631	HQ, MACS, MACG/MPS2	1			1	1						
I8651	DET, HQ, MWCS, MACG/MPS2	1	12	12			8	8				
I8652	DET, MWCS/MPS2	1			3	3						
I8660	DET, MASS, MACG/MPS2	1			1	1						
I8702	DET, MWSS(FW)/MPS2	1			2	2						

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001			A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I8703	DET, MWSS(RW)/MPS2	1			2	2						
J1024	DET, MPCO, HQBN/MPS3	1			2	2						
J1025	DET, COMMCO, HQBN/MPS3	1			2	2						
J1026	DET, TRUCKCO, HQBN/MPS3	1			1	1						
J1321	H&SCO(-), COMBAT ENGRBN/MPS3	1			1	1						
J1521	H&SCO, TANKBN/MPS3	1			3	3						
J1522	TANKCO (M1A1), TANKBN/MPS3	4			1	4						
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1			1	1						
J1623	ASLT AMPHIB CO, AA BN/MPS3	2			1	2						
J2201	DET, HQBTRY, ARTYREGT/MPS3	1			2	2						
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5			3	15						
J2209	HQBTRY, ARTYBN (T)/MPS3	1			2	2						
J3213	DET, COMMCO, H&SBN/MPS3	1			1	1						
J3214	DET, MPCO, H&SBN/MPS3	1			1	1						
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1			1	1						
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1			2	2						
J3261	DET, H&SCO, MTBN/MPS3	1			1	1						
J4738	DET, RADIOBN, SRIG/MPS3	1			1	1						
J4787	DET, COMM BN/MPS3	1	9	9	3	3						
J8631	HQ, MACS, MACG/MPS3	1			1	1						
J8651	DET, MWCS, MACG/MPS3	1	12	12			8	8				
J8652	DET, MWCS/MPS3	1			3	3						
J8660	DET, MASS, MACG/MPS3	1			1	1						
J8702	DET, MWSS(FW)/MPS3	1			2	2						
J8703	DET, MWSS(RW)/MPS3	1			2	2						
M4623	FORCE RECON CO, FMF (MARFORRES)	1			1	1						
M4623	FORCE RECON CO, FMF (MARFORRES)	1			1	1						
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1			2	2						
M7632	SCHOOLS BN, MCB, CAMPEN, CA (MOB)	1			2	2						
M8703	MWSS(RW) AUGMENT, MWSG 37 (29 PALMS)	1			3	3						
N1014	MPCO, HQBN, 1ST MARDIV	1			6	6						
N1015	COMMCO, HQBN, 1ST MARDIV	1	20	20	20	20						
N1016	TRKCO, HQBN, 1ST MARDIV	1			4	4						
N1024	MPCO, HQBN, 2D MARDIV	1			6	6						
N1025	COMMCO, HQBN, 2D MARDIV	1	20	20	20	20						
N1026	TRKCO, HQBN, 2D MARDIV	1			4	4						
N1034	MPCO(-), HQBN, 3D MARDIV	1			6	6						
N1035	COMMCO, HQBN, 3D MARDIV	1	20	20	14	14						
N1036	TRKCO, HQBN, 3D MARDIV	1			4	4						
N1044	MPCO, HQBN, 4TH MARDIV	1			6	6						
N1045	COMMCO, HQBN, 4TH MARDIV	1	20	20	20	20						
N1046	TRKCO, HQBN, 4TH MARDIV	1			4	4						
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1			3	3						
N1311	H&SCO, COMBAT ENGRBN, 1ST MARDIV	1			5	5						
N1321	H&SCO, COMBAT ENGRBN, 2D MARDIV	1			5	5						

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001			A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1			2	2						
N1341	H&SCO, COMBAT ENGRBN, 4TH MARDIV	1			5	5						
N1441	H&SCO, RECONBN, 4TH MARDIV	1			5	5						
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1			7	7						
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4			1	4						
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1			7	7						
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4			1	4						
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1			7	7						
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4			1	4						
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1			7	7						
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4			1	4						
N1611	H&SCO, 3D AABN, 1ST MARDIV	1			3	3						
N1612	CO D, 3D AABN, 1ST MARDIV	1			1	1						
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2			1	2						
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1			1	1						
N1621	H&SCO, 2D AABN, 2D MARDIV	1			3	3						
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4			1	4						
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1			1	1						
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1			3	3						
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1			1	1						
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1			1	1						
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1			3	3						
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1			3	3						
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1			3	3						
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1			3	3						
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1	4	4	9	9						
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12			4	48						
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4			6	24						
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1	4	4	9	9						
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12			4	48						
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4			7	28						
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1	4	4	17	17						
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4			4	16						
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1			6	6						
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1	4	4	9	9						
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15			4	60						
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5			6	30						
N3113	COMMCO, H&SBN, 1ST FSSG	1	16	16	14	14						
N3114	MPCO, H&SBN, 1ST FSSG	1			6	6						
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1			10	10						
N3171	H&SCO, MEDBN, 1ST FSSG	1			2	2						

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001		FY07	A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1	7	7	4	4						
N3213	COMMCO, H&SBN, 2D FSSG	1	16	16	14	14						
N3214	MPCO, H&SBN, 2D FSSG	1			6	6						
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1			10	10						
N3271	H&SCO, MEDBN, 2D FSSG	1			2	2						
N3291	H&SCO, SUPPORTBN, 2D FSSG	1			4	4						
N3313	COMMCO, H&SBN, 3D FSSG	1	10	10	15	15						
N3314	MPCO, H&SBN, 3D FSSG	1			3	3						
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1	1	1								
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1			7	7						
N3371	H&SCO, MEDBN, 3D FSSG	1			2	2						
N3391	H&SCO, SUPPORTBN, 3D FSSG	1			10	10						
N3413	COMMCO, H&SBN, 4TH FSSG	1	16	16	14	14						
N3414	MPCO, H&SBN, 4TH FSSG	1			10	10						
N3414	MPCO, H&SBN, 4TH FSSG	1			10	10						
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1			4	4						
N3451	H&SCO, ENGRSPTBN, 4TH FSSG	1			11	11						
N3461	H&SCO, MTBN, 4TH FSSG	1			5	5						
N3471	H&SCO, MEDBN, 4TH FSSG	1			2	2						
N4606	H&S CO, 1ST SRI GROUP	1							4	4		
N4618	FORCE RECONCO, 1ST SRI GROUP	1			2	2						
N4637	H&S CO, 1ST RADIO BN	1			13	13						
N4654	ANGLICO, 1ST SRI GROUP	1			10	10						
N4684	SUPPORT CO, COMM BN, 1ST SRI GROUP	1			6	6	12	12				
N4685	COMM CO, COMM BN, 1ST SRI GROUP	3	9	27	2	6						
N4686	HQ CO, COMM BN, 1ST SRI GROUP	1			6	6						
N4706	HQ CO, 2D SRI GROUP	1			4	4						
N4716	HQCO, INTELBN, II MEF	1							4	4		
N4718	FORCE RECONCO, 2D SRI GROUP	1			2	2						
N4735	CO A, RADIO BN, 2D SRI GROUP	1			2	2						
N4736	CO B, RADIO BN, 2D SRI GROUP	1			2	2						
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1			6	6						
N4754	MEF LIAISON ELEMENT, MHG	1			5	5						
N4784	SUPPORT CO, COMM BN, 2D SRI GROUP	1					12	12				
N4785	COMM CO, COMM BN, 2D SRI GROUP	3	9	27	2	6						
N4786	HQ CO, COMM BN, 2D SRI GROUP	1			6	6						
N4806	H&S CO, H&S BN, III MEF	1			2	2			4	4		
N4884	G/S COMM CO, COMM BN, III MEF	1					8	8				
N4885	D/S COMM CO, COMM BN, III MEF	1	12	12	2	2						
N4886	HQ CO, COMM BN, III MEF	1			2	2						
N4984	COMM SPT CO, COMM BN, MARFORRES	1					8	8				
N4985	COMM CO, COMM BN, MARFORRES	1	12	12	2	2						
N4986	HQ CO, COMM BN, MARFORRES	1			6	6						
N8632	TAOC, MACS, MACG, MAW	1			2	2						
N8632	TAOC, MACS, MACG, MAW	1			2	2						
N8632	TAOC, MACS, MACG, MAW	1			2	2						

HMMWV(A2) Acquisition Objective, Report 2 Source: LMIS 23 May 2001			A1955		A1957		A2179		A1010		E1836	
			AN/MRC-142		AN/MRC-145		AN/TRC-170		MEF Intel Analysis		AVENGER	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8642	TAOC, MACS (REIN), MACG, MAW	1			3	3						
N8642	TAOC, MACS (REIN), MACG, MAW	1			3	3						
N8644	EW/C, MACS (REIN), MACG, MAW	1			1	1						
N8644	EW/C, MACS (REIN), MACG, MAW	1			1	1						
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1					16	16				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1					16	16				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1					12	12				
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1					16	16				
N8652	AIRFIELD DET, MWCS, MACG, MAW	1	12	12	8	8						
N8652	AIRFIELD DET, MWCS, MACG, MAW	2	12	24	8	16						
N8652	AIRFIELD DET, MWCS, MACG, MAW	1	12	12	8	8						
N8652	AIRFIELD DET, MWCS, MACG, MAW	2	12	24	8	16						
N8660	MASS, MACG, MAW	1			7	7						
N8660	MASS, MACG, MAW	1			7	7						
N8660	MASS, MACG, MAW	1			7	7						
N8660	MASS, MACG, MAW	1			7	7						
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1									30	30
N8694	FIRING BTRY, LAADBN	2									30	60
N8694	FIRING BTRY, LAADBN	2									30	60
N8697	FIRING BTRY, LAADBN (RES ONLY)	2									30	60
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2			3	6						
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1			3	3						
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2			3	6						
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1			3	3						
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1			3	3						
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2			3	6						
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2			3	6						
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2			3	6						
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1			3	3						
N8890	VMU, MAG, MAW	1			6	6						
N8890	VMU, MAG, MAW	1			6	6						
P4852	ANGLICO (RESERVES ONLY)	2			10	20						
	TOTALS			441		1173		134		14		215

HMMWV(A2) Acquisition Objective, Report 3 Source: LMIS 23 May 2001			A0274		A2306		A0025		C7033		A1440	
			AN/TSC-120		AN/MS-77		Air Def Comm		Shop Equip		Q-36 Firefin	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
015060	MARCOR ADMIN DET, ABERDEEN PG, MD	1							1	1		

HMMWV(A2) Acquisition Objective, Report 3 Source: LMIS 23 May 2001			A0274		A2306		A0025		C7033		A1440	
			AN/TSC-120		AN/MS-77		Air Def Comm		Shop Equip		Q-36 Firefin	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1							1	1		
5065	MARCOR ADMIN DET, NMTC, DAM NECK, VA	1			1	1						
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1					1	1				
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1							1	1		
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1							3	3		
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1	2	2	1	1	3	3				
B3331	MAINTCO, CSSG-3 (HI)	1							1	1		
H3231	DET, H&SCO, MAINTBN/MPS1	1							3	3		
I3231	DET, H&SCO, MAINTBN/MPS2	1							3	3		
J3231	DET, H&SCO, MAINTBN/MPS3	1							3	3		
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1							1	1		
N1042	HQCO, HQBN, 4TH MARDIV	1			3	3						
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1							4	4		
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1							4	4		
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1							1	1		
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1							4	4		
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1							4	4	8	8
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1							4	4	8	8
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1							1	1	8	8
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1							5	5	10	10
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1							4	4		
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1							2	2		
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1							4	4		
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1							1	1		
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1							2	2		
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1							3	3		
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1							4	4		
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1							2	2		
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1							4	4		
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1							1	1		
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1							2	2		
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	1							3	3		
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1							4	4		
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1							2	2		
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1							4	4		
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1							1	1		
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1							2	2		
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1							2	2		
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1							4	4		
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1							2	2		
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1							4	4		
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1							1	1		

HMMWV(A2) Acquisition Objective, Report 3 Source: LMIS 23 May 2001			A0274		A2306		A0025		C7033		A1440	
			AN/TSC-120		AN/MS-77		Air Def Comm		Shop Equip		Q-36 Firefin	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1							2	2		
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1							2	2		
N4616	HQCO, INTEL BN, I MEF	1			6	6						
N4684	SUPPORT CO, COMM BN, 1ST SRI GROUP	1	5	5								
N4716	HQCO, INTELBN, II MEF	1			6	6						
N4784	SUPPORT CO, COMM BN, 2D SRI GROUP	1	5	5								
N4816	HQ CO, INTEL BN, III MEF	1			5	5						
N4884	G/S COMM CO, COMM BN, III MEF	1	4	4								
N4984	COMM SPT CO, COMM BN, MARFORRES	1	4	4								
N8632	TAOC, MACS, MACG, MAW	1					1	1				
N8632	TAOC, MACS, MACG, MAW	1					1	1				
N8632	TAOC, MACS, MACG, MAW	1					1	1				
N8642	TAOC, MACS (REIN), MACG, MAW	1					1	1				
N8642	TAOC, MACS (REIN), MACG, MAW	1					1	1				
N8644	EW/C, MACS (REIN), MACG, MAW	1					1	1				
N8644	EW/C, MACS (REIN), MACG, MAW	1					1	1				
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2							1	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1							1	1		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2							1	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1							1	1		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1							1	1		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2							1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2							1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2							1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1							1	1		
	TOTALS			20		22		11		120		34

HMMWV(A2) Acquisition Objective, Report 4 Source: LMIS 23 May 2001			A1520		A0879		A0821		A0885		A3270	
			AN/TSQ-179				AN/TSC-85		JTIDS			
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
5150	HQBN, HQMC, WASH, DC	1							1	1		
7401	HQ, MCCDC, QUANTICO, VA	1							1	1		
7511	HQ&SPTBN, MCB, CAMP LEJEUNE, NC	1							1	1		
7611	HQ&SPTBN, MCB, CAMPEN, CA	1							1	1		
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1							1	1		
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1					3	3				
8340	H&HS, MCAS, CHERRY POINT, NC	1							1	1		

HMMWV(A2) Acquisition Objective, Report 4 Source: LMIS 23 May 2001			A1520		A0879		A0821		A0885		A3270	
			AN/TSQ-179				AN/TSC-85		JTIDS			
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
8365	H&HS, MCAS, MIRAMAR, CA	1							1	1		
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1							1	1		
M4928	FORCE HQ, H&SBN, MARFORPAC	1							1	1		
M4957	HQCO, MARFORLANT	1							1	1		
N1011	DIV HQ, HQBN, 1ST MARDIV	1							1	1		
N1021	DIV HQ, HQBN, 2D MARDIV	1							1	1		
N1031	DIV HQ(-), HQBN, 3D MARDIV	1							1	1		
N1111	HQCO, INFREGT, 1ST MARDIV	3							1	3		
N1121	HQCO, INFREGT, 2D MARDIV	3							1	3		
N1131	HQCO, INFREGT, 3D MARDIV	1							1	1		
N1141	HQCO, INFREGT, 4TH MARDIV	2							1	2		
N1141	HQCO, INFREGT, 4TH MARDIV	1							1	1		
N3111	HQCO, H&SBN, 1ST FSSG	1							1	1		
N3211	HQCO, H&SBN, 2D FSSG	1							1	1		
N3311	HQCO, H&SBN, 3D FSSG	1							1	1		
N4601	CE, HDQTRS, 1ST SRI GROUP	1	1	1								
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1			1	1						
N4701	CE MEF HEADQUARTERS	1	1	1								
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1			1	1						
N4716	HQCO, INTELBN, II MEF	1	1	1								
N4815	P&A CO, INTEL BN, III MEF	1			1	1						
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3							2	6		
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3							1	3		
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1							1	1		
N8611	MWHS, MAW	1							3	3		
N8611	MWHS, MAW	1							3	3		
N8611	MWHS, MAW	1							3	3		
N8611	MWHS, MAW	1							3	3		
N8612	ACE, HQ, MARRESFOR (INCL 4TH MAW BAND)	1							3	3		
N8615	HQ, MACG, MAW	1									3	3
N8615	HQ, MACG, MAW	1									3	3
N8615	HQ, MACG, MAW	1									3	3
N8615	HQ, MACG, MAW	1									3	3
N8660	MASS, MACG, MAW	1					6	6				
N8660	MASS, MACG, MAW	1					6	6				
N8660	MASS, MACG, MAW	1					6	6				
N8660	MASS, MACG, MAW	1					6	6				
	TOTALS			3		3		27		51		12

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP,	1							1	1		

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	LANT											
7014	MCLB, ALBANY, GA	1					1	1				
7240	WPNS & FIELD TRNGBN (MCRD SD), CAMPEN, CA	1							2	2		
7401	HQ, MCCDC, QUANTICO, VA	1					4	4	2	2		
7411	HQ, MCB, MCCDC, QUANTICO, VA	1									1	1
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1					4	4	1	1		
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1					4	4	7	7		
7490	WPNS TRNGBN, MCCDC, QUANTICO, VA	1					1	1				
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1							2	2		
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1					2	2	2	2		
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1							1	1		
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1							1	1		
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1					11	11	11	11		
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1	1	1								
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1					1	1	0	0		
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2					1	2	0	0		
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1			1	1						
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1					1	1	1	1		
B3371	MEDCO, CSSG-3 (HI)	1					2	2	2	2		
H1023	DET, SERVC, HQBN/MPS1	1					1	1	1	1		
H1026	DET, TRUCKCO, HQBN/MPS1	1					3	3				
H1121	HQCO, INFREGT/MPS1	1					1	1	0	0		
H1172	H&SCO, INFBN, INFREGT/MPS1	3					1	3	0	0		
H1321	H&SCO(-), COMBAT ENGRBN/MPS1	1					1	1	1	1		
H1521	H&SCO, TANKBN/MPS1	1					1	1	1	1		
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1					1	1	1	1		
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1					1	1	1	1		
H2201	DET, HQBTRY, ARTYREGT/MPS1	1							1	1		
H2209	HQBTRY, ARTYBN (T)/MPS1	1							2	2		
H3211	DET, HQCO, H&SBN/MPS1	1							1	1		
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1							1	1		
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1							1	1		
H3272	SURGSPTCO, MEDBN/MPS1	1					6	6	3	3		
H3273	COLLECT&CLEARINGCO, MEDBN/MPS1	1					6	6				
H8631	HQ, MACS, MACG/MPS1	1					1	1				
H8694	DET, LAADBTRY, LAADBN/MPS1	1							1	1		
H8702	DET, MWSS(FW)/MPS1	1					2	2				
H8703	DET, MWSS(RW)/MPS1	1					2	2				
I1023	DET, SERVC, HQBN/MPS2	1					1	1	1	1		
I1026	DET, TRUCKCO, HQBN/MPS2	1					3	3				
I1121	HQCO, INFREGT/MPS2	1					1	1	0	0		
I1172	H&SCO, INFBN, INFREGT/MPS2	3					1	3	0	0		
I1321	H&SCO(-), COMBAT ENGRBN/MPS2	1					1	1	1	1		
I1521	H&SCO, TANKBN/MPS2	1					1	1	1	1		

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1					1	1	1	1		
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1					1	1	1	1		
I2201	DET, HQBTRY, ARTYREGT/MPS2	1							1	1		
I2209	HQBTRY, ARTYBN (T)/MPS2	1							2	2		
I3211	DET, HQCO, H&SBN/MPS2	1							1	1		
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1							1	1		
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1							1	1		
I3272	SURGSPTCO, MEDBN/MPS2	1					6	6	3	3		
I3273	COLLECT&CLEARINGCO, MEDBN/MPS2	1					6	6				
I8631	HQ, MACS, MACG/MPS2	1					1	1				
I8694	DET, LAADBTRY, LAADBN/MPS2	1							1	1		
I8702	DET, MWSS(FW)/MPS2	1					2	2				
I8703	DET, MWSS(RW)/MPS2	1					2	2				
J1023	DET, SERVCO, HQBN/MPS3	1					1	1	1	1		
J1026	DET, TRUCKCO, HQBN/MPS3	1					3	3				
J1121	HQCO, INFREGT/MPS3	1					1	1	0	0		
J1172	H&SCO, INFBN, INFREGT/MPS3	3					1	3	0	0		
J1321	H&SCO(-), COMBAT ENGRBN/MPS3	1					1	1	1	1		
J1521	H&SCO, TANKBN/MPS3	1					1	1	1	1		
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1					1	1	1	1		
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1					1	1	1	1		
J2201	DET, HQBTRY, ARTYREGT/MPS3	1							1	1		
J2209	HQBTRY, ARTYBN (T)/MPS3	1							2	2		
J3211	DET, HQCO, H&SBN/MPS3	1							1	1		
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1							1	1		
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1							1	1		
J3272	SURGSPTCO, MEDBN/MPS3	1					6	6	3	3		
J3273	COLLECT&CLEARINGCO, MEDBN/MPS3	1					6	6				
J8631	HQ, MACS, MACG/MPS3	1					1	1				
J8694	DET, LAADBTRY, LAADBN/MPS3	1							1	1		
J8702	DET, MWSS(FW)/MPS3	1					2	2				
J8703	DET, MWSS(RW)/MPS3	1					2	2				
M7550	MCSEVSPSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1					2	2				
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1							5	5		
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1					1	1	1	1		
N1015	COMMCO, HQBN, 1ST MARDIV	1									4	4
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1					1	1	1	1		
N1025	COMMCO, HQBN, 2D MARDIV	1									4	4
N1032	H&SCO(-), HQBN, 3D MARDIV	1					1	1	1	1		
N1035	COMMCO, HQBN, 3D MARDIV	1									3	3
N1042	HQCO, HQBN, 4TH MARDIV	1					1	1	1	1		
N1043	SERVCO, HQBN, 4TH MARDIV	1					1	1	1	1		
N1045	COMMCO, HQBN, 4TH MARDIV	1									4	4
N1111	HQCO, INFREGT, 1ST MARDIV	3					1	3	0	0		
N1121	HQCO, INFREGT, 2D MARDIV	3					1	3	0	0		

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1131	HQCO, INFREGT, 3D MARDIV	1					1	1	0	0		
N1141	HQCO, INFREGT, 4TH MARDIV	2					1	2	0	0		
N1141	HQCO, INFREGT, 4TH MARDIV	1					1	1	0	0		
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10					2	20	0	0		
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8					1	8	0	0		
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4					2	8	0	0		
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6					2	12	0	0		
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3					2	6	0	0		
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1					1	1	1	1		
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1					1	1	1	1		
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1					1	1	1	1		
N1441	H&SCO, RECONBN, 4TH MARDIV	1							1	1		
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1					1	1				
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4					6	24				
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1							9	9		
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1					6	6	1	1		
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1					6	6	1	1		
N1611	H&SCO, 3D AABN, 1ST MARDIV	1					1	1	1	1		
N1621	H&SCO, 2D AABN, 2D MARDIV	1					1	1	1	1		
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1					1	1	1	1		
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1					2	2	2	2		
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1					2	2	2	2		
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1					2	2	2	2		
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1					2	2	2	2		
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1			4	4	1	1	1	1		
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4					1	4	1	4		
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1			4	4	1	1	1	1		
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4					1	4	1	4		
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1			1	1	1	1	1	1		
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1					1	1	1	1		
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1			5	5	1	1	1	1		
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5					1	5	1	5		
N3111	HQCO, H&SBN, 1ST FSSG	1					1	1	1	1		
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1							1	1		
N3171	H&SCO, MEDBN, 1ST FSSG	1					16	16				
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3					8	24				
N3211	HQCO, H&SBN, 2D FSSG	1					3	3	1	1		
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1							1	1		
N3271	H&SCO, MEDBN, 2D FSSG	1					16	16				
N3272	SURGICAL CO, MEDBN, 2D FSSG	3					8	24				
N3293	SPTCO, SUPPORTBN, 2D FSSG	1							3	3		
N3311	HQCO, H&SBN, 3D FSSG	1					2	2	1	1		
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1							1	1		

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3371	H&SCO, MEDBN, 3D FSSG	1					12	12				
N3372	SURGICAL CO, MEDBN, 3D FSSG	2					8	16				
N3393	SPTCO, SUPPORTBN, 3D FSSG	1							3	3		
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1							2	2		
N3411	HQCO, H&SBN, 4TH FSSG	1					1	1	1	1		
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1							3	3		
N3451	H&SCO, ENGRSPTBN, 4TH FSSG	1							1	1		
N3471	H&SCO, MEDBN, 4TH FSSG	1					15	15				
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1					7	7				
N4606	H&S CO, 1ST SRI GROUP	1							5	5		
N4637	H&S CO, 1ST RADIO BN	1							1	1		
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1							2	2		
N4684	SUPPORT CO, COMM BN, 1ST SRI GROUP	1	6	6							2	2
N4706	HQ CO, 2D SRI GROUP	1					1	1	2	2		
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1							1	1		
N4783	SERV CO, COMM BN, 2D SRI GROUP	1							2	2		
N4784	SUPPORT CO, COMM BN, 2D SRI GROUP	1	6	6							2	2
N4806	H&S CO, H&S BN, III MEF	1					1	1	2	2		
N4883	SERV CO, COMM BN, III MEF	1							2	2		
N4884	G/S COMM CO, COMM BN, III MEF	1	4	4							2	2
N4917	MEF AUGMENTATION COMMAND ELEMENT	2							1	2		
N4919	II MEF AUGMENT COMMAND ELEMENT (II MACE)	1							1	1		
N4983	SERV CO, COMM BN, MARFORRES	1							2	2		
N4984	COMM SPT CO, COMM BN, MARFORRES	1									2	2
N8631	HQ, MACS, MACG, MAW	1					2	2				
N8631	HQ, MACS, MACG, MAW	1					2	2				
N8631	HQ, MACS, MACG, MAW	1					2	2				
N8641	HQ, MACS (REIN), MACG, MAW	1					2	2				
N8641	HQ, MACS (REIN), MACG, MAW	1					2	2				
N8660	MASS, MACG, MAW	1					1	1				
N8660	MASS, MACG, MAW	1					1	1				
N8660	MASS, MACG, MAW	1					1	1				
N8660	MASS, MACG, MAW	1					1	1				
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1							1	1		
N8692	HQ BTRY, LAADBN	1							1	1		
N8692	HQ BTRY, LAADBN	1							1	1		
N8696	HQ BTRY, LAADBN (RES ONLY)	1							1	1		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2					3	6	1	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1					3	3	1	1		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2					3	6	1	2		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1					3	3	1	1		

HMMWV(A2) Acquisition Objective, Report 5 Source: LMIS 23 May 2001			A0818		E1035		D1001		D1002		A3232	
			Tri-Band SAT COMM		AN/TMQ MMS		Ambul 4-Ltr		Ambul 2-Ltr		SMART-T	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1					3	3	1	1		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2					3	6	1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2					3	6	1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2					3	6	1	2		
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1					3	3	1	1		
W1121	HQCO, INFREGT/PREPOR	1							1	1		
W1172	H&SCO, INFBN, INFREGT/PREPOR	3							1	3		
W3210	DET, H&SBN, FSSG/NALMEB	1							1	1		
W8703	DET, MWSS (RW)/PREPOR	1							1	1		
				17		15		456		198		24

HMMWV(A2) Acquisition Objective, Report 6 Source: LMIS 23 May 2001			A0254		A0255		D1125		D0850	
			MEF UOC		Regt/Bn UOC		M1045 TOW		M101A1 TRLR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
5065	MARCOR ADMIN DET, NMITC, DAM NECK, VA	1							2	2
5150	HQBN, HQMC, WASH, DC	1	1	1						
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1							1	1
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1							2	2
6521	MCSF CO, GTMO, MCSF BN	1					8	8		
7014	MCLB, ALBANY, GA	1							1	1
7411	HQ, MCB, MCCDC, QUANTICO, VA	1	1	1						
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1			1	1				
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1					3	3	3	3
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1					9	9		
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1							3	3
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1					6	6		
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1					24	24	10	10
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1			2	2				
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1			2	2			8	8
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1							4	4
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2			1	2			6	12
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1							2	2
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2							5	10
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1			1	1			12	12
H1521	H&SCO, TANKBN/MPS1	1					48	48		
I1521	H&SCO, TANKBN/MPS2	1					48	48		
J1521	H&SCO, TANKBN/MPS3	1					48	48		
M4623	FORCE RECON CO, FMF (MARFORRES)	1							6	6
M4623	FORCE RECON CO, FMF (MARFORRES)	1							6	6

HMMWV(A2) Acquisition Objective, Report 6 Source: LMIS 23 May 2001			A0254		A0255		D1125		D0850	
			MEF UOC		Regt/Bn UOC		M1045 TOW		M101A1 TRLR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
M4928	FORCE HQ, H&SBN, MARFORPAC	1	1	1	2	2				
M4956	FORCE HQ, MARFORLANT (INCL HQ, MARFOREUR)	1	1	1	2	2				
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1							4	4
M4960	HQCO, HQBN, MARFORRES	1	1	1						
M4960	HQ, MARFORRES	1	1	1						
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1							6	6
N1011	DIV HQ, HQBN, 1ST MARDIV	1	1	1	2	2				
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1			1	1			17	17
N1014	MPCO, HQBN, 1ST MARDIV	1							2	2
N1015	COMMCO, HQBN, 1ST MARDIV	1							10	10
N1021	DIV HQ, HQBN, 2D MARDIV	1	1	1	2	2				
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1			1	1			17	17
N1024	MPCO, HQBN, 2D MARDIV	1							2	2
N1025	COMMCO, HQBN, 2D MARDIV	1							10	10
N1031	DIV HQ(-), HQBN, 3D MARDIV	1	1	1	2	2				
N1032	H&SCO(-), HQBN, 3D MARDIV	1			1	1			7	7
N1034	MPCO(-), HQBN, 3D MARDIV	1							2	2
N1035	COMMCO, HQBN, 3D MARDIV	1							8	8
N1041	DIV HQ, HQBN, 4TH MARDIV	1	1	1	2	2				
N1042	HQCO, HQBN, 4TH MARDIV	1			1	1				
N1043	SERVCO, HQBN, 4TH MARDIV	1							7	7
N1044	MPCO, HQBN, 4TH MARDIV	1							2	2
N1045	COMMCO, HQBN, 4TH MARDIV	1							10	10
N1111	HQCO, INFREGT, 1ST MARDIV	3			2	6			7	21
N1121	HQCO, INFREGT, 2D MARDIV	3			2	6			7	21
N1131	HQCO, INFREGT, 3D MARDIV	1			2	2			8	8
N1141	HQCO, INFREGT, 4TH MARDIV	2			2	4	8	16	8	16
N1141	HQCO, INFREGT, 4TH MARDIV	1			2	2	8	8	8	8
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10			1	10			6	60
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8			1	8			6	48
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4			1	4			6	24
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6			1	6			6	36
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3			1	3			6	18
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1			1	1				
N1311	H&SCO, COMBAT ENGRBN, 1ST MARDIV	1			1	1				
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1							12	12
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4							4	16
N1321	H&SCO, COMBAT ENGRBN, 2D MARDIV	1			1	1				
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1							12	12
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4							4	16
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1							15	15
N1341	H&SCO, COMBAT ENGRBN, 4TH MARDIV	1			1	1				

HMMWV(A2) Acquisition Objective, Report 6 Source: LMIS 23 May 2001			A0254		A0255		D1125		D0850	
			MEF UOC		Regt/Bn UOC		M1045 TOW		M101A1 TRLR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1							12	12
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4							4	16
N1411	H&S CO 1ST RECON BN, 1ST MARDIV	1							3	3
N1421	H&S CO 2D RECON BN, 2D MARDIV	1							3	3
N1431	H&S CO 3D RECON BN, 3D MARDIV	1							4	4
N1441	H&SCO, RECONBN, 4TH MARDIV	1			1	1				
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1			1	1	26	26		
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1			1	1	26	26		
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1			1	1	26	26		
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1			1	1	26	26		
N1611	H&SCO, 3D AABN, 1ST MARDIV	1			1	1				
N1621	H&SCO, 2D AABN, 2D MARDIV	1			1	1				
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1			1	1				
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1			1	1				
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1			1	1				
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1			1	1				
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1			1	1				
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1			2	2			8	8
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12							5	60
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4			1	4			12	48
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1			2	2			23	23
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12							5	60
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4			1	4			12	48
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1			2	2			17	17
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4							5	20
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1			1	1			12	12
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1			2	2			25	25
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15							5	75
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5			1	5			12	60
N3111	HQCO, H&SBN, 1ST FSSG	1	1	1	5	5			10	10
N3112	SERVCO, H&SBN, 1ST FSSG	1			1	1				
N3113	COMMCO, H&SBN, 1ST FSSG	1							2	2
N3121	H&SCO, SUPBN, 1ST FSSG	1			1	1			9	9
N3131	H&SCO, MAINTBN, 1ST FSSG	1			1	1				
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1			1	1				
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1							20	20
N3171	H&SCO, MEDBN, 1ST FSSG	1			1	1			10	10
N3181	H&SCO, DENTBN, 1ST FSSG	1			1	1				
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1			1	1				
N3211	HQCO, H&SBN, 2D FSSG	1	1	1	5	5			21	21
N3212	SERVCO, H&SBN, 2D FSSG	1			1	1				

HMMWV(A2) Acquisition Objective, Report 6 Source: LMIS 23 May 2001			A0254		A0255		D1125		D0850	
			MEF UOC		Regt/Bn UOC		M1045 TOW		M101A1 TRLR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3213	COMMCO, H&SBN, 2D FSSG	1							2	2
N3221	H&SCO, SUPBN, 2D FSSG	1			1	1			9	9
N3231	H&SCO, MAINTBN, 2D FSSG	1			1	1				
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1							2	2
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1							6	6
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1			1	1				
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1							4	4
N3271	H&SCO, MEDBN, 2D FSSG	1			1	1			10	10
N3281	H&SCO, DENTBN, 2D FSSG	1			1	1				
N3291	H&SCO, SUPPORTBN, 2D FSSG	1			1	1			2	2
N3311	HQCO, H&SBN, 3D FSSG	1	1	1	3	3			6	6
N3312	SERVCO, H&SBN, 3D FSSG	1			1	1				
N3313	COMMCO, H&SBN, 3D FSSG	1							2	2
N3321	H&SCO, SUPBN, 3D FSSG	1			1	1			9	9
N3331	H&SCO, MAINTBN, 3D FSSG	1			1	1				
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1			1	1				
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1							4	4
N3371	H&SCO, MEDBN, 3D FSSG	1			1	1			10	10
N3381	H&SCO, DENTBN, 3D FSSG	1			1	1				
N3391	H&SCO, SUPPORTBN, 3D FSSG	1			1	1				
N3411	HQCO, H&SBN, 4TH FSSG	1	1	1	2	2			15	15
N3413	COMMCO, H&SBN, 4TH FSSG	1							2	2
N3421	H&SCO, SUPBN, 4TH FSSG	1			1	1			9	9
N3431	H&SCO, MAINTBN, 4TH FSSG	1			1	1			8	8
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1			1	1				
N3451	H&SCO, ENGRSPTBN, 4TH FSSG	1			1	1				
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3							4	12
N3461	H&SCO, MTBN, 4TH FSSG	1			1	1				
N3471	H&SCO, MEDBN, 4TH FSSG	1			1	1			10	10
N3481	H&SCO, DENTBN, 4TH FSSG	1			1	1				
N4601	CE, HDQTRS, 1ST SRI GROUP	1			2	2				
N4606	H&S CO, 1ST SRI GROUP	1	1	1	2	2			21	21
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1							4	4
N4616	HQCO, INTEL BN, I MEF	1							5	5
N4618	FORCE RECONCO, 1ST SRI GROUP	1							6	6
N4635	CO A, 1ST RADIO BN	1							4	4
N4636	CO B, 1ST RADIO BN	1							1	1
N4637	H&S CO, 1ST RADIO BN	1			1	1			3	3
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1							21	21
N4686	HQ CO, COMM BN, 1ST SRI GROUP	1			1	1				
N4701	CE MEF HEADQUARTERS	1	1	1	2	2				
N4706	HQ CO, 2D SRI GROUP	1			2	2			12	12
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1							7	7
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1							1	1

HMMWV(A2) Acquisition Objective, Report 6 Source: LMIS 23 May 2001			A0254		A0255		D1125		D0850	
			MEF UOC		Regt/Bn UOC		M1045 TOW		M101A1 TRLR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4716	HQCO, INTELBN, II MEF	1							10	10
N4718	FORCE RECONCO, 2D SRI GROUP	1							6	6
N4722	COUNTERINTEL TEAM (RES ONLY)	2							1	2
N4722	COUNTERINTEL TEAM (RES ONLY)	1							1	1
N4725	FIIU, MAW (RESERVE ONLY)	1							2	2
N4732	SPECIAL SECURITY COMM TEAM, FMF	6							1	6
N4736	CO B, RADIO BN, 2D SRI GROUP	1							8	8
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1			1	1				
N4783	SERV CO, COMM BN, 2D SRI GROUP	1							21	21
N4786	HQ CO, COMM BN, 2D SRI GROUP	1			1	1				
N4801	CE, HDQTRS, III MEF	1	1	1	2	2				
N4805	SOTG, H&S BN, III MEF	1							1	1
N4806	H&S CO, H&S BN, III MEF	1			2	2			14	
N4814	CI/HUMINT CO, INTEL BN, III MEF	1							2	2
N4816	HQ CO, INTEL BN, III MEF	1							6	6
N4883	SERV CO, COMM BN, III MEF	1							2	2
N4886	HQ CO, COMM BN, III MEF	1			1	1				
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3			2	6				
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3			2	6				
N4920	HQ ELEMENT, SPMAGTF (X)	1			1	1				
N4983	SERV CO, COMM BN, MARFORRES	1							21	21
N4986	HQ CO, COMM BN, MARFORRES	1			1	1				
N8611	MWHS, MAW	1	1	1						
N8611	MWHS, MAW	1	1	1						
N8611	MWHS, MAW	1	1	1						
N8611	MWHS, MAW	1	1	1						
N8660	MASS, MACG, MAW	1							6	6
N8660	MASS, MACG, MAW	1							6	6
N8660	MASS, MACG, MAW	1							6	6
N8660	MASS, MACG, MAW	1							6	6
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1							10	10
N8694	FIRING BTRY, LAADBN	2							9	18
N8694	FIRING BTRY, LAADBN	2							9	18
N8697	FIRING BTRY, LAADBN (RES ONLY)	2							9	18
N8890	VMU, MAG, MAW	1							16	16
N8890	VMU, MAG, MAW	1							16	16
				<u>21</u>		<u>187</u>		<u>322</u>		<u>1498</u>

Table J-9. Acquisition Objective for the HMMWV(A2) Reports 1 through 6

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1			7	7	60	60	0	0	17	17
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1			1	1	13	13	0	0	2	2
7014	MCLB, ALBANY, GA	1	25	25	17	17	254	254	76	76		

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
7401	HQ, MCCDC, QUANTICO, VA	1					3	3	0	0		
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1					3	3	0	0	3	3
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1			1	1	4	4	15	15	8	8
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1					3	3	0	0		
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1					1	1	0	0	1	1
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1					20	20	0	0	3	3
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1					6	6	0	0	3	3
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1					1	1	0	0		
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1			0	0	6	6	0	0	2	2
7632	SCHOOLS BN, MCB, CAMPEN, CA	1			1	1	2	2	0	0	2	2
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1			7	7	144	144	13	13	30	30
7801	HQ BN, CAMP FUJI, JAPAN	1					5	5	0	0		
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1					10	10	0	0	6	6
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1					1	1	0	0		
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1					3	3	0	0		
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2					16	32	0	0	8	16
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1			2	2	10	10	0	0	3	3
B3331	MAINTCO, CSSG-3 (HI)	1			2	2	0	0	2	2		
B3341	LDGSPTCO, CSSG-3 (HI)	1					1	1	0	0		
B3361	MTCO, CSSG-3 (HI)	1			2	2	40	40	2	2	20	20
H1022	DET, HQCO, HQBN/MPS1	1			1	1	7	7				
H1025	DET, COMMCO, HQBN/MPS1	1					7	7			3	3
H1026	DET, TRUCKCO, HQBN/MPS1	1			3	3	35	35			9	9
H1121	HQCO, INFREGT/MPS1	1					3	3				
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1	17	17			8	8			6	6
H1521	H&SCO, TANKBN/MPS1	1			2	2	12	12			12	12
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1			1	1	8	8			3	3
H1623	ASLT AMPHIB CO, AA BN/MPS1	2					3	6				
H1761	H&SCO, RECONBN(LA)/MPS1	1			1	1	8	8				
H2201	DET, HQBTRY, ARTYREGT/MPS1	1			2	2	2	2				
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5					18	90			8	40
H2209	HQBTRY, ARTYBN (T)/MPS1	1					6	6			3	3
H3211	DET, HQCO, H&SBN/MPS1	1			1	1	2	2			1	1
H3213	DET, COMMCO, H&SBN/MPS1	1					1	1			1	1
H3221	DET, H&SCO, SUPBN/MPS1	1			1	1	2	2	2	2	1	1
H3231	DET, H&SCO, MAINTBN/MPS1	1			1	1	3	3	4	4		
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1					1	1	3	3		
H3233	ENGRMAINTCO, MAINTBN/MPS1	1			1	1						
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1			3	3						
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1							3	3		
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1	4	4	1	1	12	12				
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1					1	1				
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1	12	12	1	1					5	5
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1							6	6	2	2
H3255	ENGRCO, ENGRSPTBN/MPS1	1	11	11			2	2			3	3

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3262	DET,G/SMTCO, MTBN/MPS1	1			4	4	21	21				
H3263	DET, D/SMTCO, MTBN/MPS1	1			1	1	36	36			29	29
H3271	DET, H&SCO, MEDBN/MPS1	1					2	2			1	1
H4718	DET, FORCERECONCO, SRIG/MPS1	1					1	1				
H4738	DET, RADIO BN, SRIG/MPS1	1					9	9				
H4787	DET, COMM BN/MPS1	1					4	4	10	10	8	8
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1									1	1
H8615	H&HS, MACG/MPS1	1					2	2	2	2		
H8631	HQ, MACS, MACG/MPS1	1					6	6	2	2		
H8632	TAOC, MACS, MACG/MPS1	1					2	2				
H8633	ATC, MACS, MACG/MPS1	2					4	8				
H8652	DET, MWCS/MPS1	1					2	2			1	1
H8660	DET, MASS, MACG/MPS1	1			1	1	4	4	2	2		
H8684	MISSILEBTRY, LAAMBN/MPS1	1					4	4				
H8702	DET, MWSS(FW)/MPS1	1	3	3	1	1			8	8	7	7
H8703	DET, MWSS(RW)/MPS1	1	2	2	1	1			8	8	7	7
H8890	DET, VMU/MPS1	1					2	2	3	3	1	1
I1022	DET, HQCO, HQBN/MPS2	1			1	1	7	7				
I1025	DET, COMMCO, HQBN/MPS2	1					7	7			3	3
I1026	DET, TRUCKCO, HQBN/MPS2	1			3	3	35	35			9	9
I1121	HQCO, INFREGT/MPS2	1					3	3				
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1	17	17	1	1	8	8			6	6
I1521	H&SCO, TANKBN/MPS2	1			2	2	12	12			12	12
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1			1	1	8	8			3	3
I1623	ASLT AMPHIBCO, AA BN/MPS2	2					3	6				
I1761	H&SCO, RECONBN(LA)/MPS2	1			1	1	8	8				
I2201	DET, HQBTRY, ARTYREGT/MPS2	1			2	2	2	2				
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5					18	90			8	40
I2209	HQBTRY, ARTYBN (T)/MPS2	1					6	6			3	3
I3211	DET, HQCO, H&SBN/MPS2	1			1	1	2	2			1	1
I3213	DET, COMMCO, H&SBN/MPS2	1					1	1			1	1
I3221	DET, H&SCO, SUPBN/MPS2	1					2	2	2	2	1	1
I3231	DET, H&SCO, MAINTBN/MPS2	1			1	1	3	3	4	4		
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1					1	1	3	3		
I3233	ENGRMAINTCO, MAINTBN/MPS2	1			1	1						
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1			3	3						
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1							3	3		
I3244	LANDINGPTCO, LNDGSPTBN/MPS2	1	4	4	1	1	12	12				
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1					1	1				
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1	12	12	1	1					5	5
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1							6	6	2	2
I3255	ENGRCO, ENGRSPTBN/MPS2	1	11	11			2	2			3	3
I3262	DET, G/SMTCO, MTBN/MPS2	1			4	4	21	21				
I3263	DET, D/SMTCO, MTBN/MPS2	1			1	1	36	36			29	29
I3271	DET, H&SCO, MEDBN/MPS2	1					2	2			1	1
I4718	DET, FORCERECONCO, SRIG/MPS2	1					1	1				

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I4738	DET, RADIOBN, SRIG/MPS2	1					9	9				
I4787	DET, COMM BN/MPS2	1			4	4	10	10			8	8
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1									1	1
I8615	DET, H&SCO, MACG/MPS2	1					2	2	2	2		
I8631	HQ, MACS, MACG/MPS2	1					6	6	2	2		
I8632	TAOC, MACS, MACG/MPS2	1					2	2				
I8633	ATC, MACS, MACG/MPS2	2					4	8				
I8652	DET, MWCS/MPS2	1					2	2			1	1
I8660	DET, MASS, MACG/MPS2	1			1	1	4	4	2	2		
I8684	MISSILEBTRY, LAAMBN/MPS2	1					4	4				
I8702	DET, MWSS(FW)/MPS2	1	3	3	1	1			8	8	7	7
I8703	DET, MWSS(RW)/MPS2	1	2	2	1	1			8	8	7	7
I8890	DET, VMU/MPS2	1					2	2	3	3	1	1
J1022	DET, HQCO, HQBN/MPS3	1			1	1	7	7				
J1025	DET, COMMCO, HQBN/MPS3	1					7	7			3	3
J1026	DET, TRUCKCO, HQBN/MPS3	1			3	3	35	35			9	9
J1121	HQCO, INFREGT/MPS2	1					3	3				
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1	17	17	1	1	8	8			6	6
J1521	H&SCO, TANKBN/MPS3	1			2	2	12	12			12	12
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1			1	1	8	8			3	3
J1623	ASLT AMPHIB CO, AA BN/MPS3	2					3	6				
J1761	H&SCO, RECONBN(LA)/MPS3	1			1	1	8	8				
J2201	DET, HQBTRY, ARTYREGT/MPS3	1			2	2	2	2				
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5					18	90			8	40
J2209	HQBTRY, ARTYBN (T)/MPS3	1					6	6			3	3
J3211	DET, HQCO, H&SBN/MPS3	1			1	1	2	2			1	1
J3213	DET, COMMCO, H&SBN/MPS3	1					1	1			1	1
J3221	DET, H&SCO, SUPBN/MPS3	1			1	1	2	2	2	2	1	1
J3231	DET, H&SCO, MAINTBN/MPS3	1			1	1	3	3	4	4		
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1					1	1	3	3		
J3236	DET, G/SMaintCO, MAINTBN/MPS3	1							3	3		
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1	4	4	1	1	12	12				
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1					1	1				
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1	12	12	1	1					5	5
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1							6	6	2	2
J3255	ENGRCO, ENGRSPTBN/MPS3	1	11	11			2	2			3	3
J3262	DET, G/SMTCO, MTBN/MPS3	1			4	4	21	21				
J3263	DET, D/SMTCO, MTBN/MPS3	1			1	1	36	36			29	29
J3271	DET, H&SCO, MEDBN/MPS3	1					2	2			1	1
J4718	DET, FORCERECONCO, SRIG/MPS3	1					1	1				
J4738	DET, RADIOBN, SRIG/MPS3	1					9	9				
J4787	DET, COMM BN/MPS3	1					4	4	10	10	8	8
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1									1	1
J8615	DET, H&HS, MACG/MPS3	1					2	2	2	2		
J8631	HQ, MACS, MACG/MPS3	1					6	6	2	2		
J8632	TAOC, MACS, MACG/MPS3	1					2	2				

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J8633	ATC, MACS, MACG/MPS3	2					4	8				
J8652	DET, MWCS/MPS3	1					2	2				
J8660	DET, MASS, MACG/MPS3	1			1	1	4	4	2	2		
J8684	MISSILEBTRY, LAAMBN/MPS3	1					4	4				
J8702	DET, MWSS(FW)/MPS3	1	3	3	1	1			8	8	7	7
J8703	DET, MWSS(RW)/MPS3	1	2	2	1	1			8	8	7	7
J8890	DET, VMU/MPS3	1					2	2	3	3	1	1
M4623	FORCE RECON CO, FMF (MARFORRES)	1					3	3	0	0	2	2
M4623	FORCE RECON CO, FMF (MARFORRES)	1					3	3	0	0	2	2
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1					7	7	0	0		
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	2					4	8	0	0		
M7550	MCSERVSPTSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1	1	1	2	2	0	0	0	0		
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1	3	3	6	6	11	11	0	0		
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1			1	1	21	21	0	0	10	10
N1015	COMMCO, HQBN, 1ST MARDIV	1			1	1	20	20	0	0	8	8
N1016	TRKCO, HQBN, 1ST MARDIV	1			3	3	105	105	0	0	57	57
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1			1	1	21	21	0	0	10	10
N1025	COMMCO, HQBN, 2D MARDIV	1			1	1	20	20	0	0	8	8
N1026	TRKCO, HQBN, 2D MARDIV	1			3	3	105	105	0	0	57	57
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1					16	16	0	0	1	1
N1032	H&SCO(-), HQBN, 3D MARDIV	1			1	1	20	20	0	0	10	10
N1035	COMMCO, HQBN, 3D MARDIV	1			1	1	16	16	0	0	6	6
N1036	TRKCO, HQBN, 3D MARDIV	1			2	2	64	64	0	0	35	35
N1042	HQCO, HQBN, 4TH MARDIV	1					21	21	0	0	10	10
N1043	SERVCO, HQBN, 4TH MARDIV	1					20	20	0	0	10	10
N1045	COMMCO, HQBN, 4TH MARDIV	1			1	1	16	16	0	0	8	8
N1046	TRKCO, HQBN, 4TH MARDIV	1			3	3	102	102	0	0	57	57
N1111	HQCO, INFREGT, 1ST MARDIV	3					10	30	0	0	6	18
N1121	HQCO, INFREGT, 2D MARDIV	3					10	30	0	0	6	18
N1131	HQCO, INFREGT, 3D MARDIV	1					10	10	0	0	6	6
N1141	HQCO, INFREGT, 4TH MARDIV	2					10	20	0	0	6	12
N1141	HQCO, INFREGT, 4TH MARDIV	1					10	10	0	0	6	6
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1			2	2	29	29	0	0	5	5
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1	18	18	1	1	10	10	0	0	11	11
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1	18	18	1	1	10	10	0	0	11	11
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1	6	6	1	1	0	0	0	0	5	5
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1	18	18	1	1	10	10	0	0	11	11
N1441	H&SCO, RECONBN, 4TH MARDIV	1					8	8	0	0	5	5
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1			2	2	44	44	0	0	12	12
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1			2	2	44	44	0	0	12	12
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1			2	2	44	44	0	0	12	12
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1			2	2	44	44	0	0	12	12

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001		FY07	D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1611	H&SCO, 3D AABN, 1ST MARDIV	1			1	1	14	14	0	0	3	3
N1612	CO D, 3D AABN, 1ST MARDIV	1					2	2	0	0		
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2					2	4	0	0		
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1					2	2	0	0		
N1621	H&SCO, 2D AABN, 2D MARDIV	1			1	1	14	14	0	0	3	3
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4					2	8	0	0		
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1					2	2	0	0		
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1			1	1	14	14	0	0	3	3
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1					2	2	0	0		
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1					2	2	0	0		
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1			2	2	23	23	0	0	6	6
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1			2	2	23	23	0	0	6	6
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1			2	2	23	23	0	0	6	6
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1			2	2	23	23	0	0	6	6
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1			2	2	40	40	0	0	14	14
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12					16	192	0	0	8	96
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4			2	8	10	40	0	0	3	12
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1			2	2	40	40	0	0	14	14
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12					16	192	0	0	8	96
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4			2	8	10	40	0	0	3	12
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1			2	2	51	51	0	0	14	14
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4					16	64	0	0	8	32
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1			2	2	10	10	0	0	3	3
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1			2	2	38	38	0	0	14	14
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15					16	240	0	0	8	120
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5			2	10	10	50	0	0	3	15
N3111	HQCO, H&SBN, 1ST FSSG	1			1	1	26	26	0	0	2	2
N3113	COMMCO, H&SBN, 1ST FSSG	1					3	3	0	0	2	2
N3121	H&SCO, SUPBN, 1ST FSSG	1			1	1	6	6	3	3	2	2
N3131	H&SCO, MAINTBN, 1ST FSSG	1			2	2	14	14	4	4	5	5
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1					8	8	17	17		
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1					0	0	3	3		
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1					0	0	3	3		
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1			1	1	3	3	0	0		
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1			1	1	3	3	0	0		
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1					2	2	4	4		
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1	24	24	1	1	5	5	0	0	7	7
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3	8	24			1	3	0	0	3	9
N3171	H&SCO, MEDBN, 1ST FSSG	1					16	16	0	0	5	5
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1	0	0	0	0	3	3	0	0		
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1	3	3	1	1	12	12	0	0		
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1					94	94	0	0	5	5

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2					36	72	0	0	36	66
N3211	HQCO, H&SBN, 2D FSSG	1			1	1	26	26	0	0	6	6
N3213	COMMCO, H&SBN, 2D FSSG	1					3	3	0	0	2	2
N3221	H&SCO, SUPBN, 2D FSSG	1			1	1	6	6	2	2	2	2
N3231	H&SCO, MAINTBN, 2D FSSG	1			2	2	14	14	4	4	5	5
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1					8	8	3	3		
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1			2	2	0	0	0	0		
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1			2	2	0	0	0	0		
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1			3	3	0	0	0	0		
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1			1	1	0	0	3	3		
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1					2	2	0	0		
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1	14	14	1	1	0	0	0	0	7	7
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1					0	0	6	6	4	4
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3	8	24			2	6	0	0	3	9
N3271	H&SCO, MEDBN, 2D FSSG	1					16	16	0	0	5	5
N3293	SPTCO, SUPPORTBN, 2D FSSG	1	3	3	1	1	12	12	0	0		
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1					94	94	0	0	5	5
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2					36	72	0	0	36	72
N3311	HQCO, H&SBN, 3D FSSG	1					5	5	0	0	2	2
N3313	COMMCO, H&SBN, 3D FSSG	1					2	2	0	0	1	1
N3321	H&SCO, SUPBN, 3D FSSG	1			1	1	2	2	0	0	2	2
N3331	H&SCO, MAINTBN, 3D FSSG	1			1	1	7	7	2	2	5	5
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1					8	8	7	7		
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1			1	1	0	0	0	0		
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1					0	0	3	3		
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1					0	0	6	6		
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1	19	19	1	1	8	8	0	0	7	7
N3371	H&SCO, MEDBN, 3D FSSG	1					12	12	0	0	5	5
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1					90	90	0	0	31	31
N3411	HQCO, H&SBN, 4TH FSSG	1			1	1	21	21	0	0	6	6
N3413	COMMCO, H&SBN, 4TH FSSG	1					3	3	0	0	2	2
N3421	H&SCO, SUPBN, 4TH FSSG	1			1	1	5	5	3	3	2	2
N3422	AMMOCO, SUPBN, 4TH FSSG	1					3	3	0	0		
N3431	H&SCO, MAINTBN, 4TH FSSG	1			2	2	4	4	4	4	5	5
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1					3	3	3	3		
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1			3	3	0	0	5	5		
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1					0	0	3	3		
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1	3	3	1	1	10	10	0	0	1	1
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1	14	14	1	1	20	20	0	0	15	15
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1									4	4
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1									4	4
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3	8	24			2	6	0	0	3	9
N3461	H&SCO, MTBN, 4TH FSSG	1			7	7	14	14	0	0	10	10
N3462	G/S MTCO, MTBN, 4TH FSSG	1					16	16	0	0	10	10
N3463	D/S MTCO, MTBN, 4TH FSSG	2					26	52	0	0	26	52
N3471	H&SCO, MEDBN, 4TH FSSG	1					16	16	0	0	5	5

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001			D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4606	H&S CO, 1ST SRI GROUP	1			2	2	34	34	1	1	18	18
N4618	FORCE RECONCO, 1ST SRI GROUP	1					3	3	0	0	2	2
N4637	H&S CO, 1ST RADIO BN	1			1	1	41	41	0	0	5	5
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1			3	3	34	34	10	10	10	10
N4706	HQ CO, 2D SRI GROUP	1			2	2	34	34	1	1	18	18
N4718	FORCE RECONCO, 2D SRI GROUP	1					3	3	0	0	2	2
N4732	SPECIAL SECURITY COMM TEAM, FMF	6					1	6	2	12	1	6
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1			1	1	41	41	0	0	3	3
N4783	SERV CO, COMM BN, 2D SRI GROUP	1			3	3	36	36	10	10	10	10
N4805	SOTG, H&S BN, III MEF	1					1	1	0	0		
N4806	H&S CO, H&S BN, III MEF	1			2	2	29	29	0	0	14	14
N4818	FORCE RECONCO, H&S BN, III MEF	1					5	5	0	0	2	2
N4883	SERV CO, COMM BN, III MEF	1			2	2	32	32	5	5	10	10
N4917	MEF AUGMENTATION COMMAND ELEMENT	2					6	12	0	0		
N4983	SERV CO, COMM BN, MARFORRES	1			3	3	31	31	5	5	10	10
N8615	HQ, MACG, MAW	1					8	8	6	6		
N8615	HQ, MACG, MAW	1					8	8	6	6		
N8615	HQ, MACG, MAW	1					8	8	6	6		
N8615	HQ, MACG, MAW	1					8	8	6	6		
N8631	HQ, MACS, MACG, MAW	1					10	10	6	6	4	4
N8631	HQ, MACS, MACG, MAW	1					10	10	6	6	4	4
N8631	HQ, MACS, MACG, MAW	1					10	10	6	6	4	4
N8633	ATC, MACS, MACG, MAW	2					4	8	0	0		
N8633	ATC, MACS, MACG, MAW	2					4	8	0	0		
N8641	HQ, MACS (REIN), MACG, MAW	1					16	16	0	0	1	1
N8641	HQ, MACS (REIN), MACG, MAW	1					16	16	0	0	1	1
N8642	TAOC, MACS (REIN), MACG, MAW	1					2	2	0	0	2	2
N8642	TAOC, MACS (REIN), MACG, MAW	1					2	2	0	0	2	2
N8643	ATC, MACS (REIN), MACG, MAW	4					6	24	0	0		
N8643	ATC, MACS (REIN), MACG, MAW	4					6	24	0	0		
N8644	EW/C, MACS (REIN), MACG, MAW	1					2	2	0	0		
N8644	EW/C, MACS (REIN), MACG, MAW	1					2	2	0	0		
N8652	AIRFIELD DET, MWCS, MACG, MAW	1					6	6	0	0	3	3
N8652	AIRFIELD DET, MWCS, MACG, MAW	2					6	12	0	0	3	6
N8652	AIRFIELD DET, MWCS, MACG, MAW	1					6	6	0	0	3	3
N8652	AIRFIELD DET, MWCS, MACG, MAW	2					6	12	0	0	3	6
N8660	MASS, MACG, MAW	1			1	1	19	19	6	6	2	2
N8660	MASS, MACG, MAW	1			1	1	19	19	6	6	2	2
N8660	MASS, MACG, MAW	1			1	1	19	19	6	6	2	2
N8660	MASS, MACG, MAW	1			1	1	19	19	6	6	2	2
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1					4	4	0	0		
N8692	HQ BTRY, LAADBN	1					4	4	0	0		
N8692	HQ BTRY, LAADBN	1					4	4	0	0		
N8696	HQ BTRY, LAADBN (RES ONLY)	1			1	1	4	4	0	0		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	6	12	2	4	0	0	25	50	7	14

MTVR - MFTR Acquisition Objective Source: Maj A.W. Brooks, 23 May 2001		FY07	D1073		D1213		D0198		D1062		DMFTR	
			MTVR Dump		MTVR Wreck		14' Cargo		20' Cargo		MFTR	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	6	6	2	2	0	0	25	25	7	7
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	6	12	2	4	0	0	25	50	7	14
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	6	6	2	2	0	0	25	25	7	7
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	6	6	2	2	0	0	25	25	7	7
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	6	12	2	4	0	0	21	42	7	14
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	6	12	2	4	0	0	21	42	7	14
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	6	12	2	4	0	0	21	42	7	14
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1	6	6	2	2	0	0	21	21	7	7
N8890	VMU, MAG, MAW	1					2	2	7	7	2	2
N8890	VMU, MAG, MAW	1					2	2	7	7	2	2
P4852	ANGLICO (RESERVES ONLY)	2					8	16	0	0	5	10
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPOR	1									5	5
W2208	155BTRY, ARTYBN, ARTYREGT/PREPOR	3									8	24
W2209	HQBTRY, ARTYBN, ARTYREGT/PREPOR	1									2	2
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPOR	1									2	2
W4783	DET, SVCCO, COMMBN/PREPOR	1									3	3
TOTALS				502		327		5313		854		2,176

Table J-10. Acquisition Objective for the MTVR and MFTR

LVSAR Acquisition Objective Extrapolation Source: LMIS, Maj J.M. Curatola, Reqt Div, MCCDC		FY07	D0209		D0881		D0878		D0877	
			Mk48 FPU		Mk18A1 Trlr		Mk16 5th Whl		Mk15 Wreck	
T/ENo	LMIS_Unit_Description		Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1	42	42	33	33	8	8	7	7
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1	2	2	2	2				
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1	14	14	14	14				
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	43	43	40	40	11	11	2	2
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1	1	1	1	1				
B3361	MTCO, CSSG-3 (HI)	1	30	30	26	26	4	4	2	2
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1	1	1			1	1		
H2201	DET, HQBTRY, ARTYREGT/MPS1	1	4	4			3	3	1	1
H3233	ENGRMAINTCO, MAINTBN/MPS1	1	2	2			2	2		
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1	1	1					1	1
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1	11	11	9	9	2	2		
H3255	ENGRCO, ENGRSPTBN/MPS1	1	2	2			2	2		
H3261	DET, H&SCO, MTBN/MPS1	1	2	2					2	2
H3262	DET, G/SMTCO, MTBN/MPS1	1	80	80	78	78	2	2		
H8702	DET, MWSS(FW)/MPS1	1	4	4	2	2	2	2		

LVSR Acquisition Objective Extrapolation Source: LMIS, Maj J.M. Curatola, Reqt Div, MCCDC			D0209		D0881		D0878		D0877	
			Mk48 FPU		Mk18A1 Trlr		Mk16 5th Whl		Mk15 Wreck	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8703	DET, MWSS(RW)/MPS1	1	2	2	1	1	1	1		
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1	1	1			1	1		
I2201	DET, HQBTRY, ARTYREGT/MPS2	1	4	4			3	3	1	1
I3233	ENGRMAINTCO, MAINTBN/MPS2	1	2	2			2	2		
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1	1	1					1	1
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1	11	11	9	9	2	2		
I3255	ENGRCO, ENGRSPTBN/MPS2	1	2	2			2	2		
I3261	DET, H&SCO, MTBN/MPS2	1	2	2					2	2
I3262	DET, G/SMTCO, MTBN/MPS2	1	80	80	78	78	2	2		
I8702	DET, MWSS(FW)/MPS2	1	4	4	2	2	2	2		
I8703	DET, MWSS(RW)/MPS2	1	2	2	1	1	1	1		
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1	1	1			1	1		
J2201	DET, HQBTRY, ARTYREGT/MPS3	1	4	4			3	3	1	1
J3233	ENGRMAINTCO, MAINTBN/MPS3	1	2	2			2	2		
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1	1	1					1	1
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1	11	11	9	9	2	2		
J3255	ENGRCO, ENGRSPTBN/MPS3	1	2	2			2	2		
J3261	DET, H&SCO, MTBN/MPS3	1	2	2					2	2
J3262	DET, G/SMTCO, MTBN/MPS3	1	80	80	78	78	2	2		
J8702	DET, MWSS(FW)/MPS3	1	4	4	2	2	2	2		
J8703	DET, MWSS(RW)/MPS3	1	2	2	1	1	1	1		
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1	6	6	3	3	2	2	1	1
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1	3	3	3	3				
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1	3	3			3	3	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1	6	6	1	1	6	6	1	1
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1	3	3	1	1	2	2		
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1	5	5			3	3	1	1
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1	10	10	8	8	1	1	1	1
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1	10	10	8	8	1	1	1	1
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1	4	4	4	4	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1	4	4	4	4	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1	5	5	4	4			1	1
N1612	CO D, 3D AABN, 1ST MARDIV	1	2	2	2	2				
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2	2	4	2	4				
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1	2	2	2	2				
N1621	H&SCO, 2D AABN, 2D MARDIV	1	5	5	4	4			1	1
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4	1	4	1	4				
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1	1	1	1	1				
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1	1	1	1	1			0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1	1	1	1	1				
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1	1	1	1	1				
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1	5	5	4	4	1	1	0	0

LVSR Acquisition Objective Extrapolation Source: LMIS, Maj J.M. Curatola, Reqt Div, MCCDC			D0209		D0881		D0878		D0877	
			Mk48 FPU		Mk18A1 Trlr		Mk16 5th Whl		Mk15 Wreck	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1	5	5	4	4	1	1	0	0
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1	5	5	4	4	1	1	0	0
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1	5	5	4	4	1	1	0	0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1	10	10	6	6	3	3	1	1
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4	3	12	3	12				
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1	10	10	4	4	5	5		
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4	2	8	2	8				
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1	7	7	3	3	3	3	1	1
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1	3	3	3	3				
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1	6	6	4	4	3	3	1	1
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5	3	15	3	15				
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1	3	3					3	3
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1	24	24	21	21	2	2	2	2
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3	2	6			2	6		
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1	6	6					6	6
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1	94	94	94	94	12	12		
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2	43	86	44	88				
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1	3	3					3	3
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1	4	4			2	2	2	2
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1	24	24	24	24				
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3	2	6			2	6		
N3291	H&SCO, SUPPORTBN, 2D FSSG	1	6	6					6	6
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1	78	78	78	78	13	13		
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2	52	104	52	104				
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1	2	2					2	2
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1	22	22	12	12	8	8	2	2
N3393	SPTCO, SUPPORTBN, 3D FSSG	1	15	15			15	15		
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1	91	91	82	82	12	12	5	5
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1	3	3					3	3
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1	8	8			6	6	2	2
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1	10	10	10	10				
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1	10	10	10	10				
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3	2	6			2	6		
N3461	H&SCO, MTBN, 4TH FSSG	1	6	6					6	6
N3462	G/S MTCO, MTBN, 4TH FSSG	1	42	42	41	41	6	6		
N4606	H&S CO, 1ST SRI GROUP	1	7	7	6	6	0	0	1	1
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1	9	9	7	7	2	2		
N4783	SERV CO, COMM BN, 2D SRI GROUP	1	9	9	7	7	2	2		
N4883	SERV CO, COMM BN, III MEF	1	9	9	8	8	1	1		
N4983	SERV CO, COMM BN, MARFORRES	1	0	0	0	0	0	0		
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	10	20	5	10	4	8	1	2
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	10	10	5	5	4	4	1	1

LVSR Acquisition Objective Extrapolation Source: LMIS, Maj J.M. Curatola, Reqt Div, MCCDC			D0209		D0881		D0878		D0877	
			Mk48 FPU		Mk18A1 Trlr		Mk16 5th Whl		Mk15 Wreck	
T/ENo	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2	10	20	5	10	4	8	1	2
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	10	10	5	5	4	4	1	1
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1	10	10	5	5	4	4	1	1
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	10	20	5	10	4	8	1	2
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	10	20	5	10	4	8	1	2
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2	10	20	5	10	4	8	1	2
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1	10	10	5	5	4	4	1	1
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPOR	1	1	1			1	1		
W3231	DET, H&SCO, MAINTBN, FSSG/PREPOR	1	1	1	1	1				
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPOR	1	3	3			3	3		
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREPOR	1	17	17	17	17				
W3255	ENGRCO, ENGRSPTBN, FSSG/PREPOR	1	1	1			1	1		
W3261	DET, H&SCO, MTBN, FSSG/PREPOR	1	2	2					2	2
W3262	DET, TRANSCO, MTBN, FSSG/PREPOR	1	28	28	28	28	1	1		
W8702	DET, MWSS (FW)/PREPOR	1	6	6	5	5	3	3		
W8703	DET, MWSS (RW)/PREPOR	1	6	6	4	4	3	3		
	TOTALS			1528		1230		270		92

Table J-11. Acquisition Objective for the LVSR

APPENDIX K

MOBILE COMBAT SERVICE SUPPORT DETACHMENTS (MCSSDs)

1. Introduction. This appendix presents the analysis to determine vehicle requirements for the MCSSDs in each of the scenarios analyzed in this study effort. The analysis identifies the vehicles required to meet the MCSSD lift requirements using the 2007 baseline vehicles and then presents two alternatives for each MCSSD. One alternative is the minimum cost alternative, and the second is the minimum strategic footprint alternative. This appendix is organized into five sections. Section one presents the overview, background, and information that support the analysis. Sections two through five present the vehicular requirements for the SWA Halt, SWA Extended, NEA, and NEA Extended scenarios. The scenario sections present first the baseline vehicle requirements for each MCSSD and then the minimum cost and minimum strategic footprint fleet for each MCSSD, respectively. The final section of the appendix presents a roll-up of the minimum strategic footprint and minimum cost MCSSD vehicle requirements and a summary of the number of vehicles supporting the various supply requirements.

This analysis is one of three separate analyses being conducted to establish the baseline and the alternatives. This analysis will be combined with the line haul analysis to describe the baseline and alternatives for the general support and direct support motor transport companies. The unit mobility analysis will describe the baseline fleet by unit and alternatives for the remaining units of the MEF. The MTRV with MTR and the LVSR are the focus of the analysis.

The study team reviewed Marine Corps doctrine, interviewed subject-matter experts, and conducted research into the operation of MCSSDs during the Gulf War to provide the basis for this analysis. Relevant information that guided this analysis is presented below.

Chapter 5 of MCWP 4-11.7, *MAGTF Supply Operations*, presents a comprehensive discussion of the organization of the combat service support element (CSSE). The force service support group (FSSG) is a permanently structured command whose mission is to provide combat service support to the MEF. In providing this support, the commander will task organize his resources to best meet the support requirements. A combat service support detachment (CSSD) is task organized from a combination of sources. Its primary tasks are to rearm, refuel, and provide limited maintenance repair/supply for the supported force. CSSDs are created to meet the specific CSS mission at hand. A CSSD normally supports a regimental-sized force and may support a Marine Air Group at a forward operating base (FOB). MCSSDs are CSS detachments with capabilities that mirror those of the CSSD but on a more reduced scale. These CSS elements are mobilized in order to support the maneuvering element.

The October 1991 *Marine Corps Gazette* article "Supply Support During DESERT STORM: A Field Perspective," pp. 41 and 42, provided the study team with practical insight into the use of MCSSDs during the Gulf War. In addition to providing a description of the overall CSS support during Desert Storm, it provided detailed information relative to the operation of MCSSDs. Using the available CSS resources, provided by two FSSGs, a Direct Support Command (DSC) was formed to support the GCE and oversee two direct support groups (DSGs), and a general support group was formed to provide operational-level logistics for all Marine forces in the SWA

theater. The DSC was organized with DSG-1 and its CSSDs and MCSSDs supporting 1st Marine Division, while DSG-2 and its CSSDs and MCSSDs supported 2nd Marine Division. The logistical support concept called for the DSC to establish a CSSA with 10 days of Class I, III, V, VIII, and limited Class IX supplies. The DSGs were capable of storing three days of supply (DOS) of Class I, III, and VIII; two days of Class V; and limited Class IX quantities.

Subject-matter experts were interviewed to better understand the organization of the MCSSDs. The discussion of MCSSD operations and supply levels is presented within the context of the overall supply operations and the operational situation. At the unit level, each Marine, combat vehicle, or support vehicle should have a prescribed load of one day of supplies or day of ammunition and the unit trains one to two days of Class I, III, and V supplies. The MCSSD should have one to two days of Class I, III, V, and limited Class VIII and IX. The CSSA should have a stockage objective of three to five days of supplies while the FCSSA should have about 15 days of supplies as its stockage objective. The total amount of supplies available, on the ground, would range from 23-25 days.

During the 6 March 2001 SAC meeting, the study team briefed the basic resupply concept for each scenario. For all scenarios, the goal was to have each unit capable of maintaining a total of three days of supplies--one day of Class I and V supply with the individual Marine, combat vehicle, and support vehicle and up to two days of Class I, III, and V supplies in the unit trains. The MCSSD was to be capable of handling up to two days of Class I, III, V, and limited Class VIII and IX. The CSSA in the NEA scenarios is to have a stockage objective of five days of supplies. The CSSA in the SWA scenarios is to have up to 10 days of supplies as its stockage objective.

In determining the MCSSD vehicle requirements for each scenario, we used the following process:

- Each scenario was reviewed to determine the units supported by each MCSSD. This support review encompassed the full scenario timeline so that changes in the relationship could be reflected, as necessary, in the MCSSD structure.
- The daily resupply requirements for each unit supported by the MCSSD were determined. These resupply requirements were determined using the planning factors presented in Appendix E of this report and were generated using the database developed by the study team, which is a repository of study data.
- The individual unit daily resupply requirements for Class I, III, and V were doubled to establish the MCSSD two-day stockage objective requirement. One day of remaining supply classes (Classes VIII and IX) was added to account for continuous demand for these supplies.
- The number of vehicles and trailers was then determined for the baseline, the minimum cost alternative, and the minimum strategic footprint alternative. The remainder of this section presents the rules for determining the baseline vehicle requirements and the rationale for the minimum strategic footprint and minimum cost

alternatives. The actual vehicle requirements for the transportation of the MCSSD stockage objective were determined using the vehicle capabilities presented in Appendix O, Tactical Wheeled Vehicle Characteristics and Load Capacities. This data presents detailed information related to the load capacity of each vehicle and trailer under consideration for the transport of bulk liquids, MREs, ammunition, and bulk supplies. It was assumed in all instances that the vehicles would be required to move cross-country, and the assignment of vehicle loads conformed to this assumption. For the baseline, the T/E authorizations for the general support and direct support transportation companies were reviewed to establish that the required transportation resources are available. For the alternative fleets, the study team developed an alternative based upon cost and strategic footprint. Finally, the organization of the I MEF DSG's MCSSD-26 as of 7 February 1991 was used as an additional means to ensure that the MCSSD structures are reasonable.

Baseline. The baseline MCSSD was formed from those vehicles that are in the 2007 baseline developed by the study team (see Appendix G). The general-purpose cargo vehicles available to the general support and direct support motor transport companies of the TSB are the MTVR 14' bed truck and the LVSr consisting of the MK48 Front Power Unit and the MK18 Rear Body Unit. The study team found that the LVSr is best suited for the transportation of bulk water, fuel, and ammunition. This is primarily because of the LVSr's 33,000-pound cross-country load carrying capability as compared to the 14,200-pound capability of the MTVR. The MTVR with trailer has a greater cargo capacity (cubic feet) than the LVSr, making it a better selection for the transportation of rations and other classes of supply except for Class V, which will be transported by the LVSr. It is assumed that the MK18 trailer will have a system similar to the Army's Palletized Load System (PLS) such that cargo could be palletized with standard wood or metal pallets and self-loaded by the MK18 trailer to facilitate the transportation of water, fuel, and ammunition. (Requirements Division, MCCDC confirmed on 17 May 2001 that such a capability is being considered.)

Alternative Development. The study team developed two alternatives to the MCSSD transportation baseline. One alternative was developed to minimize the strategic footprint of the MCSSD. The other alternative was developed to minimize the cost of the MCSSD's general-purpose fleet. The next two subsections present the methodology used to develop these alternatives.

Minimum Strategic Footprint Fleet. To determine the minimum strategic footprint fleet to meet the transportation requirements for supplies at the MCSSD, the study team made three separate assessments. First, the transportation requirement for ammunition was determined based upon the weight of the ammunition. Next, the bulk liquid transportation requirement was determined based upon vehicle/container capacity. Finally, all remaining cargo transportation requirement was determined based upon the cargo cube and the capacity of the respective vehicles. The following paragraphs present additional details necessary to complete the development of the minimum strategic footprint MCSSD alternatives.

Ammunition. When transporting ammunition, the controlling factor in determining the number of vehicles required for transport is the weight of the ammunition and the vehicle's load capacity.

The LVSR can transport 33,000 pounds while the MTVR can transport 14,200 pounds cross-country. As previously stated, we have assumed that each vehicle's loading must permit cross-country travel, and the cross-country capacities are used in all calculations. Table K-1 presents a comparison of the strategic footprint for the LVSR and the MTVR for equivalent weight carrying capability. Because the weight load capacities of the 14' and 20' MTVR are the same, no distinction is made between the two below. However, since the 14' truck has the smaller strategic footprint, it is used in the calculations. Table K-1 below clearly demonstrates that the LVSR is the most efficient for the transportation of ammunition when minimizing strategic footprint is the primary objective.

Vehicle	Load Capacity (lbs)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSR (MK48 & 18)	33,000	362	1.0	362
MTVR	14,200	214	2.3	498
MTVR & MFTR	19,200	338	1.7	581

Table K-1. LVSR and MTVR Strategic Footprint for Equivalent Ammunition Load

Bulk Liquids. The transportation of bulk liquids requires both a container and transport vehicle. Within the Marine Corps, there are 900-gallon SIXCON containers and 500-gallon collapsible drums that are appropriate for use by MCSSDs. These containers can be transported by either the LVSR or the MTVR. However, our analysis indicates that the transport of the SIXCONs by the LVSR and drums by the MTVR and MFTR is the most efficient use of capability. The LVSR can transport three SIXCONs loaded with either fuel or water and a 600 GPM pump, and the MTVR can transport two drums of fuel or water. The MFTR can transport one drum with fuel or water. Table K-2 below presents the strategic footprint for these vehicles. As with ammunition, the minimum strategic footprint is achieved using the LVSR for the transport of bulk liquids.

Vehicle	Load Capacity (Gal)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSR (MK48 & 18)	2,700	362	1.0	362
MTVR	1,000	214	2.7	579
MTVR & MFTR	1,500	338	1.8	609

Table K-2. LVSR and MTVR Strategic Footprint for Equivalent Bulk Liquid Loads

Other Supplies. Other supplies include rations (Class I) and Class II, IV, VI, VII, VIII, and IX supplies that require transportation by the MCSSD. For these supplies, the study team used cube as the means to determine the number of vehicles required to meet the transportation requirement. Table K-3 below presents the equivalent strategic footprint for the alternative means for transporting cargo that is constrained by cube capacity. In all cases, we have assumed break bulk configuration vice palletized loads and that containers (wood, Palcon, or Quadcon) are stacked no higher than four feet. The table clearly shows that the MTVR 20' bed truck with the MFTR presents the best minimum strategic footprint alternative or solution for transporting break bulk cargo.

Vehicle	Load Capacity (ft ³)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSr (MK48 & 18)	640	362	1.00	362
MTVR 14'	403	214	1.59	340
MTVR 20'	615	263	1.04	274
MTVR 14' & MFTR	830	337	0.77	260
MTVR 20' & MFTR	1,042	386	0.61	237

Table K-3. LVSr and MTVR Strategic Footprint for Equivalent Break Bulk Loads

Minimum Cost Fleet. To determine the minimum cost vehicle fleet to meet the transportation requirements for supplies by the MCSSDs, the study team made three separate assessments as was done with the minimum strategic footprint above.

Ammunition. The study team used the annualized cost data developed for use in the *Extend*-based optimization model. The cost information is combined with the load carrying capacity of each of the alternative fleets depicted below so that the minimum cost for a specified capability can be identified. The LVSr can transport 33,000 pounds while the MTVR can transport 14,200 pounds cross-country. As previously described, we have assumed that each vehicle's loading must permit cross-country travel. Table K-4 presents a comparison of the cost for the LVSr and the MTVR alternatives for equivalent weight carrying capability. Because the weight load capacity of the 14' and 20' MTVR is the same, no distinction is made between the two below. However, since the 14' truck has the lesser cost, it is used in the calculations. The table clearly demonstrates that the MTVR with MFTR is the most efficient for the transportation of ammunition when minimizing cost is the primary objective.

Vehicle	Load Capacity (lbs)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18)	33,000	52.499	1.0	52.499
MTVR 14'	14,200	17.595	2.3	40.890
MTVR 14' & MFTR	19,200	21.256	1.7	36.534

Table K-4. LVSr and MTVR Cost for Equivalent Ammunition Load Capacity

Bulk Liquids. As with ammunition, the study team used the annualized cost data developed for use in the *Extend*-based optimization model to determine the minimum cost alternative for transporting bulk liquids. As above, the containerization of the bulk liquids is a key aspect to accomplishing the transportation mission. The cost of the containers has not been included in the annualized cost data used in this analysis. In this analysis, the SIXCONs are transported by the LVSr and collapsible drums by the MTVR and MFTR. The LVSr can transport three SIXCONs loaded with either fuel or water and a 600 GPM pump, and the MTVR can transport two drums of fuel or water. The MFTR can transport one drum with fuel or water. Table K-5 below presents the data for these vehicles. As with ammunition, the minimum cost objective is achieved using the MTVR with MFTR.

Vehicle	Load Capacity (Gallons)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18)	2,700	52.499	1.0	52.499
MTVR 14'	1,000	17.595	2.7	47.507
MTVR 14' & MFTR	1,500	21.256	1.8	38.261

Table K-5. LVSr and MTVR Cost for Equivalent Bulk Liquid Loads

Other Supplies. Other supplies include rations (Class I) and Class II, IV, VI, VII, VIII, and IX supplies that require transportation by the MCSSD. For these supplies, the study team used cube as the metric means to determine the number of vehicles required to meet the lift requirement. Table K-6 below presents the equivalent cost for the alternative means for transporting cargo that is cube constrained. In all cases, we have assumed break bulk configuration and that supplies are stacked no higher than four feet. The table clearly shows that the MTVR 20' bed truck with the MFTR is the best minimum cost alternative for hauling break bulk cargo that is cube constrained.

Vehicle	Load Capacity ft ³	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18)	640	52.499	1.0	52.499
MTVR 14'	403	17.595	1.6	27.942
MTVR 20'	615	18.05	1.0	18.784
MTVR 14' & MFTR	830	21.256	0.8	16.390
MTVR 20' & MFTR	1,042	21.711	0.6	13.335

Table K-6. LVSr and MTVR Cost for Equivalent Break Bulk Loads

2. SWA Halt Scenario. This scenario established two MCSSDs, designated MCSSD-1 and MCSSD-2. MCSSD-1 supports the screening force consisting of elements of the division reconnaissance company, the tank battalion H&S company, four tank companies, the LAR battalion H&S company, three LAV companies, and a low-altitude air defense (LAAD) company. MCSSD-2 supports the remaining elements of the GCE, which includes an infantry regiment and artillery battalion with a total of five artillery batteries.

A detailed description of the SWA Halt scenario is presented in section 4 of the main report. In this section, the MCSSD-1 and MCSSD-2 baselines are presented and then the alternative minimum cost and minimum strategic footprint fleets are presented.

In developing the baseline MCSSD configurations, careful consideration was given to the scenario and the logistical concept of support. In the SWA Halt scenario, the logistical concept included a FCSSA, 1 CSSA (CSSD), 2 MCSSDs, and limited detachments (2 CSSDs) at the two airfields. Further, the supply concept envisioned moving ISO containers from the FCSSA to the CSSDs at the airfields and the CSSD at the CSSA. The ISO containers delivered to the CSSDs at

the airfields would be unstuffed and their contents distributed to the end user. At the CSSA, the containers will be unstuffed and the contents delivered to the MCSSDs by the CSSA CSSD or directly to the end-user units by the CSSA CSSD, or the MCSSD would pick up (supply point distribution) the contents. The development of the MCSSD vehicle requirements had to accommodate this concept by building in a robust capability to meet the ISO line haul requirement that can be satisfied only by the LVSr in the baseline 2007 (there are no 20' bed MTVRs in the direct support or general support MT companies of the TSB). The allocation of vehicles to the MCSSDs does not maximize the capabilities of the available LVSrs and MTVRs at the MCSSD, but distributes the overall capability in a reasonable manner. This allocation of vehicles to the MCSSD is inconsistent with the Gulf War use of LVSs for transporting bulk liquids and ammunition. It should be noted that during the Gulf War the Marine Corps line haul capability was augmented by commercial vehicles that allowed the allocation of the LVS to the MCSSD task organization. An assumption of this study is that no host nation support is available, and the allocation of all transportation assets must reflect this assumption. For the task organization of the baseline MCSSDs, we have made extensive use of the MTVR assigned to the MCSSD. For the SWA Halt scenario, the following vehicles are available for assignment to MCSSD(s) for transportation from the TSB: LVSr FPU and RBU, 71 each; MTVR 14' bed, 55 each; and MFTR, 27 each.

MCSSD-1 Baseline. Table K-7 below presents a summary of the supply requirements for MCSSD-1 and the units supported by MCSSD-1. This requirement, and all subsequent requirements, is based upon two days of supplies at the assault rate for ammunition and fuel and two days of supplies for all other supplies. The screening force includes approximately 1,600 Marines with their equipment and is the basis for the table below. Table K-8 presents the vehicles required to transport the supplies identified below. For the baseline, the vehicle trailer combinations available are the LVSr (MK48 tractor and MK18) and the MTVR (14' bed) and the MFTR. As discussed in the preceding paragraph, the vehicles selected for assignment to the MCSSD are not optimal in terms of their load carrying capability but rather to balance the MCSSD's vehicle distribution between the MCSSD and the line haul function. The line haul function of transporting ISO containers can be performed only by the LVSr in the baseline.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Screening Force	9,444	13,027	57,718	106,429	537
MCSSD-1	1,182	1,626	4,849	1,698	139

Table K-7. SWA Halt MCSSD-1 Baseline Lift Requirements

Force	LVSr					MTVR 14' Bed					MTVR 14' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force			21.38				8.68		7.49		0.86				0.65
MCSSD-1			1.80				1.08		0.12		0.11				0.17
Total			23.17				9.77		7.61		0.97				0.81

Table K-8. SWA Halt MCSSD-1 Baseline Vehicle Requirements

The transportation requirement for MCSSD-1 can be met with 23 LVSRs, 19 MTVRs, and two MFTRs. In determining the vehicular requirement we have rounded to the nearest whole number of vehicles for each categorization (LVSR, MTVR 14' bed, MTVR 14' bed and MFTR). The same rounding procedure is used in all subsequent determinations.

MCSSD-2 Baseline. Table K-9 below presents a summary of the supply requirements for MCSSD-2 and the units it supports. The Main Body includes approximately 5,400 Marines with their equipment. Table K-10 presents the vehicles required to transport the required supplies. The available vehicles and selection criteria described for MCSSD-1 above apply to MCSSD-2.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Main Body	32,358	44,392	64,471	475,345	1,621
MCSSD-2	1,182	1,626	4,849	1,698	753

Table K-9. SWA Halt MCSSD-2 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed					MTVR 14' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body			23.88				29.59		33.47		2.96				1.95
MCSSD-2			1.80				1.08		0.12		0.11				0.91
Total			25.67				30.68		33.59		3.06				2.86

Table K-10. SWA Halt MCSSD-2 Baseline Vehicle Requirements

The transportation requirement for MCSSD-2 can be met with 26 LVSRs, 70 MTVRs, and six MFTRs. Rounding of vehicle requirements was accomplished in the same manner as for MCSSD-1.

The combined transportation requirement of the two MCSSDs requires a total of 10 LVSRs, 51 MTVRs, and 27 MFTRs.

MCSSD-1 Minimum Cost Alternative. We have assumed that the lift requirement for MCSSD-1 will remain the same although there may be a slight increase in the fuel requirements due to the substitution of MTVRs for the LVSR in the MCSSD. This substitution will result in a nominal increase in fuel consumption by the MCSSD. For the minimum cost alternative, the MTVR with MFTR performs all the transportation for and assigned to the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies, which are primarily break bulk configured. Table K-11 below presents the vehicle requirements for the MCSSD-1 minimum cost alternative. The transportation requirement for the MCSSD-1 minimum cost objective can be met with 57 14' bed MTVRs, two 20' bed MTVRs, and 59 MFTRs. This alternative is the lowest cost objective.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		8.68	38.48	5.54		0.86				0.51
MCSSD-1		1.08	3.23	0.09		0.11				0.13
Total		9.77	41.71	5.63		0.97				0.65

Table K-11. SWA Halt MCSSD-1 Minimum Cost Alternative Vehicle Requirements

MCSSD-1 Minimum Strategic Footprint Alternative. We have again assumed that the lift requirement for MCSSD-1 will remain the same although there may be a slight decrease in the fuel requirements due to the use of alternative vehicles to those specified in the baseline. For the minimum strategic footprint alternative, the LVSR, MTVR, and MFTR perform the transportation at and assigned to the MCSSD. For ammunition and bulk liquids, the LVSR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-12 below presents the vehicle requirements for the MCSSD-1 minimum strategic footprint alternative. The transportation requirement for the MCSSD-1 alternative can be met with 33 LVSRs and two 20' bed MTVRs with MFTR. This is the minimum strategic footprint objective.

Force	LVSR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		4.82	21.38	3.23		0.86				0.51
MCSSD-1		0.60	1.80	0.05		0.11				0.13
Total		5.43	23.17	3.28		0.97				0.65

Table K-12. SWA Halt MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-2 Minimum Cost Alternative. The minimum cost objective for MCSSD-2 was developed in the same manner as the MCSSD-1 alternative. Table K-13 below presents the vehicle requirements for the MCSSD-2 minimum cost objective. The transportation requirement for the MCSSD-2 minimum cost objective can be met with 63 14' bed MTVRs, five 20' bed MTVRs, and 68 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body		22.20	32.24	24.76		2.96				1.55
MCSSD-2		0.81	2.42	0.09		0.11				0.72
Total		23.01	34.66	24.85		3.06				2.28

Table K-13. SWA Halt MCSSD-2 Minimum Cost Alternative Vehicle Requirements

MCSSD-2 Minimum Strategic Footprint Alternative. The minimum strategic footprint objective for MCSSD-2 was developed in the same manner as the MCSSD-1 alternative. Table K-14 below presents the vehicle requirements for the MCSSD-2 minimum strategic footprint objective. The transportation requirement for the MCSSD-2 minimum strategic footprint objective can be met with 57 LVSRs and five 20' bed MTVRs with MFTR.

Force	LVSr					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body		16.44	23.88	14.40		2.96				1.55
MCSSD-2		0.60	1.80	0.05		0.11				0.72
Total		17.04	25.67	14.46		3.06				2.28

Table K-14. SWA Halt MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

3. SWA Extended Scenario. The SWA Extended scenario picks up where the SWA Halt scenario terminates. While the SWA Halt scenario is based upon the employment of a MEB, the SWA Extended scenario is based upon the employment of a full MEF. Therefore, there are three MCSSDs in the SWA Extended scenario, and the support requirements increase because of the additional forces. For the SWA Extended scenario, the following vehicles are available for transportation from the TSB: LVSr FPU and RBU, 206 each; MTVR 14' bed, 166; and MFTR, 77.

MCSSD-1 Baseline. Table K-15 presents a summary of the supply requirements for MCSSD-1. The MCSSD supports approximately 3,700 Marines with their equipment. The artillery battalion supporting the infantry regiment provides its own transportation support.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective A	25,914	35,689	26,210	296,769	1,224
MCSSD-1	4,518	5,341	12,917	2,209	213

Table K-15. SWA Extended MCSSD-1 Baseline Lift Requirements

Table K-16 presents the transportation requirements for MCSSD-1. As with the SWA Halt scenario, the requirement to maintain a two-day supply of water is a significant challenge for the MCSSD. The LVSr was selected for transporting ammunition, and the MTVR/MFTR was selected for transportation of all remaining supplies. This allocation of vehicles was made so that LVSrs can be made available to meet the line haul requirement. Table K-16 presents the vehicle requirements. The transportation task can be accomplished with 30 LVSrs, 26 14' bed MTVRs, and five MFTRs.

Force	LVSr					MTVR 14' Bed					MTVR 14' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A		13.22	9.71						20.90		2.37				1.47
MCSSD-1		1.98	4.78						0.16		0.41				0.26
Total		15.20	14.49						21.05		2.78				1.73

Table K-16. SWA Extended MCSSD-1 Baseline Vehicle Requirements

MCSSD-2 Baseline. Table K-17 presents the transportation requirements for MCSSD-2. These requirements are based upon the transportation requirements described above. As above, the

LVSr was selected for transporting water, fuel, and ammunition, and the MTrVr/MFrTr was selected for transporting rations and other supplies. Table K-18 presents the vehicle transportation requirements. The transportation requirements can be accomplished with 61 LVSrs, 31 14' bed MTrVrs, and six MFrTrs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective B	37,536	52,111	95,884	355,207	1,773
MCSSD-2	4,518	4,518	12,917	2,209	213

Table K-17. SWA Extended MCSSD-2 Baseline Lift Requirements

Force	LVSr					MTrVr 14' Bed					MTrVr 14' Bed and MFrTr				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B		19.30	35.51						25.01		3.43				2.13
MCSSD-2		1.67	4.78						0.16		0.41				0.26
Total		20.97	40.30						25.17		3.84				2.39

Table K-18. SWA Extended MCSSD-2 Baseline Vehicle Requirements

MCSSD-3 Baseline. Table K-19 presents the transportation requirements for MCSSD-3. These requirements are based upon the transportation requirements described above. As above, the LVSr was selected for transporting water, fuel, and ammunition, and the MTrVr/MFrTr was selected for transporting rations and other supplies. Table K-20 presents the vehicle transportation requirements. The transportation can be accomplished with 46 LVSrs, 28 14' bed MTrVrs, and five MFrTrs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective C	32,034	44,372	60,914	319,735	1,513
MCSSD-3	4,518	5,341	12,917	2,209	213

Table K-19. SWA Extended MCSSD-3 Baseline Lift Requirements

Force	LVSr					MTrVr 14' Bed					MTrVr 14' Bed and MFrTr				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C		16.43	22.56						22.52		2.93				1.82
MCSSD-3		1.98	4.78						0.16		0.41				0.26
Total		18.41	27.34						22.67		3.34				2.08

Table K-20. SWA Extended MCSSD-3 Baseline Vehicle Requirements

MCSSD-1 Minimum Cost Alternative. For the minimum cost alternative, the MTrVr with MFrTr performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTrVr 14' bed truck with the MFrTr is used while the 20' bed truck and MFrTr is used for remaining supplies. Table K-21 below presents the vehicle requirements for the MCSSD-1

minimum cost objective. The transportation requirement for the MCSSD-1 minimum cost objective can be met with 56 14' bed MTVRs, four 20' bed MTVRs, and 60 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		17.84	13.10	15.46		2.37				1.17
MCSSD-1		2.67	6.46	0.12		0.41				0.20
Total		20.51	19.56	15.57		2.78				1.38

Table K-21. SWA Extended MCSSD-1 Minimum Cost Alternative Vehicle Requirements

MCSSD-1 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSr, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSr is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-22 below presents the vehicle requirements for the MCSSD-1 minimum strategic footprint objective. The transportation requirement for the MCSSD-1 minimum strategic footprint objective can be met with 39 LVSrs and four 20' bed MTVRs with MFTRs.

Force	LVSr					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		13.22	9.71	8.99		2.37				1.17
MCSSD-1		1.98	4.78	0.07		0.41				0.20
Total		15.20	14.49	9.06		2.78				1.38

Table K-22. SWA Extended MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-2 Minimum Cost Alternative. For the minimum cost objective, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-23 below presents the vehicle requirements for the MCSSD-2 minimum cost objective. The transportation requirement for the MCSSD-2 alternative can be met with 101 14' bed MTVRs, six 20' bed MTVRs, and 107 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		26.06	47.94	18.50		3.43				1.70
MCSSD-2		2.26	6.46	0.12		0.41				0.20
Total		28.31	54.40	18.62		3.84				1.90

Table K-23. SWA Extended MCSSD-2 Minimum Cost Alternative Vehicle Requirements

MCSSD-2 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSr, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSr is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-24 below presents the vehicle requirements for the MCSSD-2

minimum strategic footprint objective. The transportation requirement for the MCSSD-2 minimum strategic footprint objective can be met with 49 LVSRs and five 20' bed MTRs with MFTRs.

Force	LVSr					MTR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		16.44	23.88	14.40		2.93				1.45
MCSSD-2		0.60	1.80	0.05		0.41				0.20
Total		17.04	25.67	14.46		3.34				1.66

Table K-24. SWA Extended MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-3 Minimum Cost Alternative. For the minimum cost objective, the MTR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-25 below presents the vehicle requirements for the MCSSD-3 minimum cost objective. The transportation requirement for the MCSSD-3 minimum cost objective can be met with 79 14' bed MTRs, five 20' bed MTRs, and 84 MFTRs.

Force	MTR 14' Bed and MFTR					MTR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		22.19	30.46	16.65		2.93				1.45
MCSSD-3		2.67	6.46	0.12		0.41				0.20
Total		24.86	36.92	16.77		3.34				1.66

Table K-25. SWA Extended MCSSD-3 Minimum Cost Alternative Vehicle Requirements

MCSSD-3 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSr, MTR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSr is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-26 below presents the vehicle requirements for the MCSSD-3 minimum strategic footprint objective. The transportation requirement for the MCSSD-3 minimum strategic footprint objective can be met with 56 LVSrs and five 20' bed MTRs with MFTRs.

Force	LVSr					MTR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		16.43	22.56	9.69		2.93				1.45
MCSSD-3		1.98	4.78	0.07		0.41				0.20
Total		18.41	27.34	9.76		3.34				1.66

Table K-26. SWA Extended MCSSD-3 Minimum Strategic Footprint Alternative Vehicle Requirements

4. NEA Scenario. This scenario established three MCSSDs designated MCSSD-1, MCSSD-2, and MCSSD-3. Each MCSSD supports an infantry regiment conducting operations

ashore. A detailed description of the NEA scenario is presented in section 4 of the main report. In this section, the MCSSD-1, MCSSD-2, and MCSSD-3 baselines are established and then the alternative minimum cost and minimum strategic footprint objective fleets are presented. For the NEA scenario, the following vehicles are available for transportation from the TSB: LVSR FPU and RBU, 206 each; MTVR 14' bed, 166; and MFTR, 77.

MCSSD-1 Baseline. Table K-27 presents the transportation requirements for MCSSD-1. The LVSR was selected for transporting water, fuel, and ammunition, and the MTVR/MFTR was selected for transporting rations and other supplies. Table K-28 presents the vehicle requirements to accomplish the transportation. The transporting can be accomplished with 31 LVSRs and six 14' bed MTVRs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective A	24,504	33,542	45,416	275,819	1,200
MCSSD-1	3,414	4,700	15,434	1,270	408

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-27. NEA MCSSD-1 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			16.82	8.36		3.04				2.97
MCSSD-1			5.72	0.04		0.42				1.01
Total			22.54	8.40		3.46				3.98

Table K-28. NEA MCSSD-1 Baseline Vehicle Requirements

MCSSD-2 Baseline. Table K-29 presents the transportation requirements for MCSSD-2. The LVSR was selected for transporting water, fuel, and ammunition, and the MTVR/MFTR was selected for transporting rations and other supplies. Table K-30 presents the vehicle requirements to accomplish the transporting. The transportation can be accomplished with 65 LVSRs and 11 14' bed MTVRs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective B	40,608	55,764	116,883	589,771	2,057
MCSSD-2	2,982	4,096	9,865	1,037	385

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-29. NEA MCSSD-2 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			43.29	17.87		5.04				5.09
MCSSD-2			3.65	0.03		0.37				0.95
Total			46.94	17.90		5.41				6.05

Table K-30. NEA MCSSD-2 Baseline Vehicle Requirements

MCSSD-3 Baseline. Table K-31 presents the transportation requirements for MCSSD-3. The LVSR was selected for transporting water, fuel, and ammunition, and the MTVR/MFTR was selected for transporting rations and other supplies. Table K-32 presents the vehicle requirements to accomplish the transportation. The transportation can be accomplished with 27 LVSRs and six 14' bed MTVRs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective C	20,646	28,288	39,477	283,065	1,034
MCSSD-3	2,982	4,092	9,865	1,037	385

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-31. NEA MCSSD-3 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			14.62	8.58		2.56				2.56
MCSSD-3			3.65	0.03		0.37				0.95
Total			18.27	8.61		2.93				3.51

Table K-32. NEA MCSSD-3 Baseline Vehicle Requirements

MCSSD-1 Minimum Cost Alternative. For the minimum cost objective, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-33 below presents the vehicle requirements for the MCSSD-1 minimum cost objective. The transportation requirement for the MCSSD-1 minimum cost objective can be met with 45 14' bed MTVRs, four 20' bed MTVRs, and 49 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			22.71	14.37		2.24				1.15
MCSSD-1			7.72	0.07		0.31				0.39
Total			30.42	14.43		2.55				1.54

Table K-33. NEA MCSSD-1 Minimum Cost Alternative Vehicle Requirements

MCSSD-1 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSr, MTr, and MFTr perform the transportation at the MCSSD. For ammunition and bulk liquids, the LVSr is used while the 20' bed truck and MFTr is used for remaining supplies. Table K-34 below presents the vehicle requirements for the MCSSD-1 minimum strategic footprint objective. The transportation requirement for the MCSSD-1 minimum strategic footprint objective can be met with 31 LVSrs and four 20' bed MTrs with MFTrs.

Force	LVSr					MTr 20' Bed and MFTr				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			16.82	8.36		2.24				1.15
MCSSD-1			5.72	0.04		0.31				0.39
Total			22.54	8.40		2.55				1.54

Table K-34. NEA MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-2 Minimum Cost Alternative. For the minimum cost objective, the MTr with MFTr performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTr 14' bed truck with the MFTr is used while the 20' bed truck and MFTr is used for remaining supplies. Table K-35 below presents the vehicle requirements for the MCSSD-2 minimum cost objective. The transportation requirement for the MCSSD-2 minimum cost objective can be met with 94 14' bed MTrs, six 20' bed MTrs, and 100 MFTrs.

Force	MTr 14' Bed and MFTr					MTr 20' Bed and MFTr				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			58.44	30.72		3.71				1.97
MCSSD-2			4.93	0.05		0.27				0.37
Total			63.37	30.77		3.98				2.34

Table K-35. NEA MCSSD-2 Minimum Cost Alternative Vehicle Requirements

MCSSD-2 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSr, MTr, and MFTr perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSr is used while the 20' bed truck and MFTr is used for remaining supplies. Table K-36 below presents the vehicle requirements for the MCSSD-2 minimum strategic footprint objective. The transportation requirement for the MCSSD-2 minimum strategic footprint objective can be met with 65 LVSrs and six 20' bed MTrs with MFTrs.

Force	LVS					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			43.29	17.87		3.71				1.97
MCSSD-2			3.65	0.03		0.27				0.37
Total			46.94	17.90		3.98				2.34

Table K-36. NEA MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-3 Minimum Cost Alternative. For the minimum cost objective, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-37 below presents the vehicle requirements for the MCSSD-3 minimum cost objective. The transportation requirement for the MCSSD-3 minimum cost objective can be met with 39 14' bed MTVRs, four 20' bed MTVRs, and 43 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			19.74	14.74		1.89				0.99
MCSSD-3			4.93	0.05		0.27				0.37
Total			24.67	14.80		2.16				1.36

Table K-37. NEA MCSSD-3 Minimum Cost Alternative Vehicle Requirements

MCSSD-3 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVS, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVS is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-38 below presents the vehicle requirements for the MCSSD-3 minimum strategic footprint objective. The transportation requirement for this alternative can be met with 27 LVSs and four 20' bed MTVRs with MFTRs.

Force	LVS					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			14.62	8.58		1.89				0.99
MCSSD-3			3.65	0.03		0.27				0.37
Total			18.27	8.61		2.16				1.36

Table K-38. NEA MCSSD-3 Minimum Strategic Footprint Alternative Vehicle Requirements

5. NEA Extended Scenario. This scenario is an extension of the NEA scenario in section 4 of this appendix. As with the NEA scenario, there are three MCSSDs designated MCSSD-1, MCSSD-2, and MCSSD-3. Each MCSSD supports an infantry regiment conducting operations ashore. A detailed description of the NEA Extended scenario is presented in section 4 of the main report. In this section, the MCSSD-1, MCSSD-2, and MCSSD-3 baselines are established and then the alternative minimum cost and minimum strategic footprint objective fleets are

presented. For the NEA Extended scenario, the following vehicles are available for transportation from the TSB: LVSR FPU and RBU, 206 each; MTRV 14' bed, 166; and MFTR, 77.

MCSSD-1 Baseline. Table K-39 presents the transportation requirements for MCSSD-1. The LVSR was selected for transporting water, fuel, and ammunition, and the MTRV/MFTR was selected for transporting rations and other supplies. Table K-40 presents the vehicle requirements to accomplish the transportation. The transportation can be accomplished with 24 LVSRs and eight 14' bed MTRVs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective A	24,528	*	28,138	276,817	1,214
MCSSD-1	4,458	*	14,362	1,550	539

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-39. NEA Extended MCSSD-1 Baseline Lift Requirements

Force	LVSR					MTRV 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			10.42	8.39		3.04				3.01
MCSSD-1			5.32	0.05		0.55				1.33
Total			15.74	8.44		3.59				4.34

Table K-40. NEA Extended MCSSD-1 Baseline Vehicle Requirements

MCSSD-2 Baseline. Table K-41 presents the transportation requirements for MCSSD-2. The LVSR was selected for transporting water, fuel, and ammunition, and the MTRV/MFTR was selected for transporting rations and other supplies. Table K-42 presents the vehicle requirements to accomplish the transportation. The transportation can be accomplished with 50 LVSRs and 11 14' bed MTRVs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective B	34,920	*	91,908	348,552	1,784
MCSSD-2	4,458	*	14,362	1,550	539

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-41. NEA Extended MCSSD-2 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			34.04	10.56		4.33				4.42
MCSSD-2			5.32	0.05		0.55				1.33
Total			39.36	10.61		4.88				5.75

Table K-42. NEA Extended MCSSD-2 Baseline Vehicle Requirements

MCSSD-3 Baseline. Table K-43 presents the transportation requirements for MCSSD-3. The LVSR was selected for transporting water, fuel, and ammunition, and the MTVR/MFTR was selected for transporting rations and other supplies. Table K-44 presents the vehicle requirements to accomplish the transportation. The transportation can be accomplished with 42 LVSRs and eight 14' bed MTVRs.

Force	Supply Item				
	Number Rations	Gallons Water	Gallons Fuel	Pounds Ammo	Cubic Feet Other
Objective C	24,738	*	56,081	526,710	1,249
MCSSD-3	4,458	*	14,362	1,550	539

* Water sources are available near the supported units, water production points will be established, and units will use organic capability to effect water resupply (supply point distribution).

Table K-43. NEA Extended MCSSD-3 Baseline Lift Requirements

Force	LVSR					MTVR 14' Bed				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			20.77	15.96		3.07				3.09
MCSSD-3			5.32	0.05		0.55				1.33
Total			26.09	16.01		3.62				4.43

Table K-44. NEA Extended MCSSD-3 Baseline Vehicle Requirements

MCSSD-1 Minimum Cost Alternative. For the minimum cost objective, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-45 below presents the vehicle requirements for the MCSSD-1 minimum cost objective. The transportation requirement for the MCSSD-1 alternative can be met with 36 14' bed MTVRs, four 20' bed MTVRs, and 40 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			14.07	14.42		2.24				1.16
MCSSD-1			7.18	0.08		0.41				0.52
Total			21.25	14.50		2.65				1.68

Table K-45. NEA Extended MCSSD-1 Minimum Cost Alternative Vehicle Requirements

MCSSD-1 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVSR, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-46 below presents the vehicle requirements for the MCSSD-1 minimum strategic footprint objective. The transportation requirement for the MCSSD-1 minimum strategic footprint objective can be met with 24 LVSRs and four 20' bed MTVRs with MFTRs.

Force	LVSR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A			10.42	8.39		2.24				1.16
MCSSD-1			5.32	0.05		0.41				0.52
Total			15.74	8.44		2.65				1.68

Table K-46. NEA Extended MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

MCSSD-2 Minimum Cost Alternative. For the minimum cost alternative, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-47 below presents the vehicle requirements for the MCSSD-2 minimum cost objective. The transportation requirement for the MCSSD-2 minimum cost alternative can be met with 71 14' bed MTVRs, six 20' bed MTVRs, and 77 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			45.95	18.15		3.19				1.71
MCSSD-2			7.18	0.08		0.41				0.52
Total			53.13	18.23		3.60				2.23

Table K-47. NEA Extended MCSSD-2 Minimum Cost Alternative Vehicle Requirements

MCSSD-2 Minimum Strategic Footprint Alternative. For the minimum strategic footprint alternative, the LVSR, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVSR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-48 below presents the vehicle requirements for the MCSSD-2 minimum strategic footprint objective. The transportation requirement for this alternative can be met with 50 LVSRs and six 20' bed MTVRs with MFTRs.

Force	LVS					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B			34.04	10.56		3.19				1.71
MCSSD-2			5.32	0.05		0.41				0.52
Total			39.36	10.61		3.60				2.23

Table K-48. NEA Extended MCSSD-2 Minimum Strategic Footprint Vehicle Requirements

MCSSD-3 Minimum Cost Alternative. For the minimum cost alternative, the MTVR with MFTR performs all the transportation for the MCSSD. For ammunition and bulk liquids, the MTVR 14' bed truck with the MFTR is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-49 below presents the vehicle requirements for the MCSSD-3 minimum cost objective. The transportation requirement for the MCSSD-3 minimum cost alternative can be met with 63 14' bed MTVRs, four 20' bed MTVRs, and 67 MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			28.04	27.43		2.26				1.20
MCSSD-3			7.18	0.08		0.41				0.52
Total			35.22	27.51		2.67				1.71

Table K-49. NEA Extended MCSSD-3 Minimum Cost Alternative Vehicle Requirements

MCSSD-3 Minimum Strategic Footprint Alternative. For the minimum strategic footprint objective, the LVS, MTVR, and MFTR perform the transportation for the MCSSD. For ammunition and bulk liquids, the LVS is used while the 20' bed truck and MFTR is used for remaining supplies. Table K-50 below presents the vehicle requirements for the MCSSD-3 minimum strategic footprint objective. The transportation requirement for the MCSSD-3 minimum strategic footprint objective can be met with 42 LVSs and four 20' bed MTVRs with MFTRs.

Force	LVS					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C			20.77	15.96		2.26				1.20
MCSSD-3			5.32	0.05		0.41				0.52
Total			26.09	16.01		2.67				1.71

Table K-50. NEA Extended MCSSD-3 Minimum Strategic Footprint Alternative Vehicle Requirements

6. MCSSD Requirements by Scenario. Sections two through five above present the minimum strategic footprint and minimum cost vehicle requirements for each MCSSD in the four scenarios analyzed in this study effort. This section presents the total minimum strategic footprint and minimum cost MCSSD vehicle requirement for the four scenarios. The results of this total scenario requirement are input to Appendix R, Line Haul and MCSSD Alternative

Fleets. The scenario total is a summary of vehicles used for transport of water, rations, fuel, ammunition, and “other” supplies, which include Classes II, IV, VI, VII, VIII, and IX.

SWA Halt. The SWA Halt has two MCSSDs supporting the MEB. Tables K-51 and K-52 present the MCSSD vehicle requirements for the minimum strategic footprint and minimum cost alternatives and their corresponding total vehicle requirement for all MCSSDs, and the total requirement scaled to the notional MEF. The MCSSD vehicle requirements were extracted from section two above.

The study team reviewed the MEB forces in order to develop the scaling factors to extrapolate the MCSSD requirements for the MEB to the MCSSD requirements for the notional MEF. The study team extracted the MEB composition and employment from the SWA Halt scenario developed by the Mission Area Analysis Branch, Studies and Analysis Division, Marine Corps Combat Development Command. Within this scenario, MCSSD-1 supports the screening force consisting of elements of the division reconnaissance company, the tank battalion H&S company, four tank companies, the LAR battalion H&S company, three LAV companies, and a LAAD company. MCSSD-2 supports the remaining elements of the GCE, which includes an infantry regiment and artillery battalion with a total of five artillery batteries. MCSSD-1’s vehicle requirements were not scaled. The screening force units are incorporated into task forces in each of the remaining scenarios investigated by the study team. Therefore, they would be supported by a MCSSD with close to the same requirements as the SWA Halt scenario. MCSSD-2 was scaled as follows:

- Ammunition was scaled by a factor of 2.1. Artillery accounts for about 85 percent of the total ammunition requirement. The MEB has five batteries and scaling to the notional MEF of 12 batteries was accomplished by using a factor of 2.1. Fuel and water were scaled using the same factor.
- Rations and “other” classes of supply were also scaled by a factor of 2.1. This scaling accounted for the addition of the remaining ground force and movement of some supporting units to the rear when the full MEF is employed.

The notional MEF vehicle requirements in Tables K-51 and K-52 clearly show the allocation of tactical wheeled vehicles to support Class I (water and rations), Class III (fuel), Class V (ammunition), and all remaining classes of supply identified as “other.”

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		9.77	41.71	5.63		0.97				0.65
MCSSD-2		23.01	34.66	24.85		3.06				2.28
Scaled to Notional MEF		62	115	60		9				7

Table K-51. SWA Halt MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		5.43	23.17	3.28		0.97				0.65
MCSSD-2		17.04	25.67	14.46		3.06				2.28
Scaled to Notional MEF		42	78	34		9				7

Table K-52. SWA Halt MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

SWA Extended. The SWA Extended scenario has three MCSSDs each supporting a regimental task force. Tables K-53 and K-54 present the MCSSD vehicle requirements for the minimum strategic footprint and minimum cost alternatives and their corresponding total vehicle requirement for all MCSSDs, which is the notional MEF requirement. The MCSSD vehicle requirements were extracted from section three above.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		20.51	19.56	15.57		2.78				1.38
MCSSD-2		28.31	54.4	18.62		3.84				1.9
MCSSD-3		24.86	36.92	16.77		3.34				1.66
Notional MEF		74	111	51		10				5

Table K-53. SWA Extended MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		15.2	14.49	9.06		2.78				1.38
MCSSD-2		17.04	25.67	14.46		3.34				1.66
MCSSD-3		18.41	27.34	9.76		3.34				1.66
Notional MEF		51	68	34		10				5

Table K-54. SWA Extended MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

NEA. The NEA scenario has three MCSSDs each supporting a regimental task force. Tables K-55 and K-56 present the MCSSD vehicle requirements for the minimum strategic footprint and minimum cost alternatives and their corresponding total vehicle requirement for all MCSSDs, which is the notional MEF requirement. The MCSSD vehicle requirements were extracted from section four above.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1			30.42	14.43		2.55				1.54
MCSSD-2			63.37	30.77		3.98				2.34
MCSSD-3			24.67	14.8		2.16				1.36
Notional MEF			119	60		9				6

Table K-55. NEA MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1			22.54	8.40		2.55				1.54
MCSSD-2			46.94	17.90		3.98				2.34
MCSSD-3			18.27	8.61		2.16				1.36
Notional MEF			88	35		9				6

Table K-56. NEA MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

NEA Extended. The NEA Extended scenario has three MCSSDs each supporting a regimental task force. Tables K-57 and K-58 present the MCSSD vehicle requirements for the minimum strategic footprint and minimum cost alternatives and their corresponding total vehicle requirement for all MCSSDs, which is the notional MEF requirement. The MCSSD vehicle requirements were extracted from section five above.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1			21.25	14.5		2.65				1.68
MCSSD-2			53.13	18.23		3.6				2.23
MCSSD-3			35.22	27.51		2.67				1.71
Notional MEF			110	61		9				6

Table K-57. NEA Extended MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1			15.74	8.44		2.65				1.68
MCSSD-2			39.36	10.61		3.6				2.23
MCSSD-3			26.09	16.01		2.67				1.71
Notional MEF			82	36		9				6

Table K-58. NEA Extended MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

OVERARCHING TACTICAL WHEELED VEHICLE STUDY



Final Report Appendix L

31 August 2001

Studies and Analysis Division

Marine Corps Combat Development Command



APPENDIX L

UNIT MOBILITY ANALYSIS

1. Background. The purpose of the unit mobility analysis is to determine the total lift requirement for each T/E unit in the MEF (in terms of total personnel; equipment; two days of Classes I and III; the basic allowance plus two days for Class V; and 1 day of the remaining classes of supply), and then compare these requirements to the unit's overall lift capability. The intent is to first identify the capability provided to MEF units by the 2007 TWV Vehicle Baseline (Appendix J to this study), and then adjust the baseline in accordance with the lift shortfalls identified. First, a self-lifting alternative to the baseline was established, then an alternative that maximizes the additional capabilities required in terms of minimum strategic footprint was established, and finally an alternative that maximizes the additional capabilities required in terms of minimum cost was established.

2. Data Requirements. The data utilized for the unit mobility analysis consists of a combination of the database developed by the study team for the OTWV study and Appendix J (TWV Baseline Vehicles Distribution). In addition, current unit T/Es provided by Total Force Structure (TFS), MCCDC, were used to verify and confirm the vehicle quantities used. Regarding unit equipment, the study team used the *Tactical Lift Study* (S&A, MCCDC), the 7-Way Reference File (TFS, MCCDC), and the Logistics Management Information System (LMIS) to determine the best means to transport all TAM Control Number-identified equipment, in terms of each item's dimensions, weight, and cube.

3. Scoping the Analysis. The key factors involved in this analysis were personnel, unit T/E equipment, and Classes I (food and water), III (fuels), and V (ammunition); therefore, all results will be presented in those terms. It should be noted, however, that fuel and water quantities will be presented, but will not necessarily be corrected, if found to be less than the unit's requirement. This is due to the fact that the focus of this effort is upon determining the unit's ability to move the current family of containers being used to house these liquids, not upon the unit's means to increase the capacity of, or replace, said containers. As a consequence, it should be stated up front that the SIXCON is a very inefficient means to move fuel and water, but unfortunately it is currently the only mobile-loaded container that the study team was certain would be in the Marine Corps' inventory in the 2007 timeframe. Replacement of this container with a more efficient one would likely cause a dramatic reduction in medium lift requirements throughout the Marine Corps.

4. Organization of the Results. The tables provided herein are intended to display the results determined through this analysis. Tables L-1 through L-9 are consolidation tables of the overall results; Table L-10 provides the T/E unit spreadsheets, which compare each unit's lift requirements to its lift capabilities; Table L-11 depicts the basic allowance for ammunition plus 2 days of ammunition for each unit; Table L-12 determines the portion of a unit's basic allowance for ammunition that can be carried by unit personnel; and Table L-13 provides a listing of shelters (with their dimensions) that are used by the Marine Corps, by TAM control number.

a. Table L-1 provides a by-unit rollup of equipment movement capacity in cubic feet (positive for an overage, negative for a shortfall) for the baseline TWV fleet. In addition to the cubic foot measurement, it was also necessary to develop a table for items that had to be loaded individually such as shelters, SIXCONs, Quadcons, and so on. As such, Table L-2 demonstrates the shortfalls for these types of loads for the TWV baseline fleet. Table L-3 then provides the overall vehicle totals determined for the TWV baseline fleet.

b. Table L-4 provides a by-unit rollup of equipment movement capacity in cubic feet (positive for an overage, negative for a shortfall) for a self-lifting alternative TWV fleet. In addition to the cubic foot measurement, it was also necessary to develop a table for items that had to be loaded individually such as shelters, SIXCONs, Quadcons, and so on. As such, Table L-5 demonstrates the shortfalls for these types of loads. Table L-6 then provides the overall vehicle totals determined for the self-lifting alternative TWV fleet.

c. Table L-7 provides a by-unit rollup of equipment movement capacity in cubic feet (positive for an overage, negative for a shortfall) for an alternative minimum strategic footprint TWV fleet. In addition to the cubic foot measurement, it was also necessary to develop a table for items that had to be loaded individually such as shelters, SIXCONs, Quadcons, and so on. As such, Table L-8 demonstrates the shortfalls for these types of loads. Finally, Table L-9 provides the overall vehicle totals determined for the alternative minimum strategic footprint TWV fleet.

d. Table L-10 provides the lift/mobility requirements for each T/E unit, and then compares them to that unit's lift capabilities. In some cases, shortfalls were resolved with the help of other (i.e., senior or subordinate) units. This table is broken down into individual spreadsheets for each T/E. Furthermore, each spreadsheet is broken down into four distinct parts: unit requirements (table 1), the baseline capabilities levied against unit requirements (table 2), the self-lifting alternative fleet vs. requirements (table 3), and the minimum strategic footprint/cost fleet vs. requirements. Again, the unit requirements table reconciled the *TWV Study* database, *Tactical Lift Study* data, and current unit T/Es with future 2007 equipment allowances.

Columns A, B, and C of each T/E unit's requirements table (table 1) reflect each unit's T/E lift requirement. This study assumes that all supply items coded "combat essential" must be carried, and we then added selected type II items (H-K TAMs), per the selection criteria previously established in the *Tactical Lift Study*. Subsequently, MRE, fuel, and water requirements listed in this table reflect a 2-day requirement and are based upon the number of personnel (PAX) and vehicles per T/E unit. Ammunition reflects the basic allowance (BA) plus 2 days of ammunition (DOA). The ammunition numbers were calculated per usage rates identified in the TWV database, which were based upon MCO 8010.1E. A portion of this total is then deducted from the unit's lift requirement to account for combat vehicles that would carry their own BA of ammunition (per the BA column listed in Table L-11). For units without combat vehicles, it was assumed that each Marine would personally carry a portion of the unit's overall BA plus two DOA, and that the amount would vary depending upon the type of weapon being carried. These amounts were determined through the use of a MCO 8010.1E-based calculation that can be found in Table L-12. These results were also deducted from each unit's overall lift requirement. NBC equipment having a TAM control number is included in each unit's lift requirement, but additional water, fuel, and cubic foot measures for non-TAM items are listed separately and are

not included in the unit's totals. The data indicated in each unit requirements table was extracted from the current version of the TWV database -- to which each T/E worksheet is directly tied. Any changes to the electronic files attached to the requirements table or to the database will be directly reflected in each associated worksheet, and can alter the results attained. Used properly, each of these T/E spreadsheets (in their electronic form) is intended to be used as a dynamic planning tool, and can be appropriately adjusted as requirements change or new equipment is fielded.

Tables 2 through 4 of each unit's spreadsheet are intended to respectively reconcile unit requirements with the three TWV fleets, discussed earlier. When loading commenced, the priority of load was PAX, ammunition, fuel, water, and then loose cargo (unless otherwise noted). PAX were loaded first -- and in many cases the personnel numbers can be actively manipulated within units having excess cargo capacity (see notes). This enables cargo capacity to be traded for increased PAX load capability, if desired (and vice versa). Once the PAX were accommodated, ammunition was loaded. If the unit can carry its ammunition with a single trailer or vehicle type, the ammunition weight was divided by the trailer/vehicle cargo weight capacity and rounded up to determine how many vehicles of that type would be required to carry ammunition. If the unit required multiple vehicle types to load its ammunition, the calculation was based upon the quantity of available vehicles times their weight capacity. This process would continue until the ammunition remaining could be handled within a single vehicle type, and then that final calculation was accomplished the same way as mentioned above for single vehicle-type ammunition loads.

After the ammunition was loaded, unit cargo and equipment were accommodated. In most cases, supply equipment was loaded based upon the assumption that "item cube" would be the limiting factor. Items that did not meet these criteria were segregated from the unit's total cube quantity to be loaded and were loaded separately (and individually) onto unit vehicles. Typically, a unit's shelters, Quadcons, and SIXCON units had to be loaded directly onto appropriate vehicles prior to the release of remaining vehicles for the loading of general cargo. In all vehicles, loose cargo is loaded no higher than 4 feet from the truck bed. It should also be noted that the cube for Quadcons is added in only for those containers that are actually loaded on vehicles. Quadcons that contained pre-loaded cargo (as noted) were not added into the overall cube capacity of the unit.

When calculating water and fuel capacities, all vehicles are assumed to contain a 5-gallon can of fuel and water. In addition, the number of personnel in a unit was multiplied by 5 gallons to account for personal water capacity. The bottom portions of tables 2 through 4 indicate the requirement vs. capacity results for personnel, cargo, ammunition, fuel, and water for each respective fleet alternative. Fuel and water are further broken down into mobile-loaded vs. non-mobile-loaded capacities, which are then both compared to the total requirement from table 1. In this bottom section, "0" indicates that the capability meets the requirement. A positive number indicates that capability exceeds requirement, whereas a negative number indicates that capability does not meet the requirement. In units having excess cargo capacity, that capacity is expressed in both cubic feet and 14' and/or 20' bed load equivalents.

Note that in some cases, a unit will show an over-capacity in cubic feet, yet may also show a shortfall in capacity to move Quadcons. In these cases, all of the unit's allocated Quadcons were not needed to move the unit's equipment, and were intentionally left behind. In such cases, these additional Quadcon bed loads are not an actual shortfall, and were therefore dropped.

Below tables 2 through 4 there may be up to four associated sub-tables, which are intended to provide additional information. One is basically the color legend, which is very helpful when using the electronic version of the spreadsheets. Another is the Shelter/Bed Load Shortfall Chart. This chart indicates T/E shelters/bed loads that do not have transport means within the unit. They are identified by TAM control number, name, and quantity. Certain TAMs listed may have a portion of their overall T/E totals transported by unit assets, with the remainder then listed in this table as a lift shortfall. Where noted, these shortfalls may be alleviated by lift from a parent or subordinate unit. The Prime Mover (PM) Chart attempts to link up all appropriate prime movers with an appropriate-sized tow load. Prime movers and trailers are segregated by class to ensure an appropriate linkage. PMs and trailers are sequentially combined until one or the other is depleted within each vehicle/trailer class. If the end result is a positive number (right column - highlighted in green), then there are sufficient PMs to pull the unit's T/E trailers within that class. A negative number (highlighted in red) indicates a shortage of prime movers in that class. Similarly, the Generator/Trailer Chart seeks to link a unit's T/E generators with an associated trailer. The same rules indicated for the PM Chart, above, apply. NOTE: B0891 (3 KW Gen) is loaded two per trailer; all others are loaded at one per trailer.

Finally, it should be noted that items classified as "Vehicle Mounted" do not have their cubic foot requirements counted against the unit. Further, every attempt has been made to eliminate duplicate/replacement systems (i.e., AAAV vs. AAV) from this effort. Where two items were identified, one or the other of the two was removed from the unit's anticipated year-2007 T/E to avoid a "double count" problem, which would adversely affect the unit's lift requirement and/or capability.

5. Minimum Cost Alternative. The minimum cost alternative was developed using the results of the minimum strategic footprint alternative described above. This alternative was developed as follows:

- All units of the notional MEF that are authorized LVSRs were identified.
- For each unit in the notional MEF authorized LVSRs, the minimum strategic footprint alternative contained in Table L-10 was consulted to determine how the LVSR was used. Where feasible, an MTVR was substituted for the LVSR.
- The results of the analysis were recorded and are presented below by T/E.

The study team identified 17 units in the notional MEF 2007 baseline that are authorized LVSRs. These units were broken into three categories. One category included two units that had their LVSR requirements determined by other study analyses. In the second category, seven units retained all their LVSRs based upon unit operational needs. Finally, eight units had their LVSR assets adjusted based upon a substitution of the MTVR for the LVSRs.

LVSr requirements of the general support company and direct support companies of the TSB were determined by a separate analysis. The results of this analysis are presented in section 7 of the report.

Seven units, identified in the bullets below, retained the LVSrs authorized in the 2007 baseline. In making this determination, the study team reviewed each unit's worksheet in Table L-10 to determine how the LVSrs were being used and if there was a need for the LVSrs based upon authorized equipment. Only after this review was completed was a determination made relative to retention of the LVSrs. The bullets provide a brief synopsis that establishes the need. Table L-14 presents an overview of these units.

- **Combat Engineer Support Company, Combat Engineer Battalion, Marine Division.** No changes were recommended to this unit's authorization for LVSrs. The unit has considerable engineering equipment that requires transport on the M870 trailer. The MK48 FPU-MK16 5th wheel provide for this mobility. The MK15 wrecker and MK18 trailer provide the unit with additional capabilities necessary to meet its mission.
- **Motor Transport Maintenance Company, Maintenance Battalion, FSSG.** This unit should retain its three MK48 power units and three MK15 wreckers for recovery operations.
- **Bridge Company, Engineer Support Battalion, FSSG.** This unit requires the 24 MK48 power units and 24 MK18 trailers to transport its organic bridges.
- **Engineer Company, Engineer Support Battalion, FSSG.** The two MK48 power units and two MK16 5th wheels should be retained as prime movers for the M870 semi trailers.
- **H&S Company, Support Battalion, FSSG.** This unit should retain its six MK48 power units and six MK15 wreckers.
- **Marine Wing Support Squadron (FW), MWSG, MAW.** These units retained their LVSrs to meet potential operational needs.
- **Marine Wing Support Squadron (RW), MWSG, MAW.** These units retained their LVSrs to meet potential operational needs.

Eight units were identified with LVSrs for which MTRs could meet the lift requirement. In making the determination that MTRs could be substituted for LVSrs, the study team reviewed Table L-10 to determine how the LVSr was employed in the Unit Mobility Analysis. In addition, Table L-10 identifies major end items and provided the study team with the information necessary to determine if the LVSr is required for the movement of organic unit equipment. The results of this review are presented in the following bullets.

- **H&S Company, Tank Battalion, Marine Division.** The MK48 power units may be reduced from ten to two and MK18 trailers from eight to zero. These units can be replaced by eight MTRs with 20' bed. The unit should retain two MK48s, one MK16 5th wheel, and one MK15 wrecker.
- **H&S Company, Assault Amphibian Battalion, Marine Division.** The MK48 power unit can be reduced from five to one and the MK18 trailers from four to zero. These units can be replaced by MTRs with 20' bed. The remaining MK48 will be mated with the MK15 wrecker. Consideration should be given to adding an additional MK48 power unit,

one MK16 5th wheel, and one M870 semi trailer to haul the engineer equipment organic to this unit.

- **Assault Amphibian Company, Assault Amphibian Battalion, Marine Division.** The MK48 power unit and MK18 trailer can both be reduced to zero. They can be replaced by an MTVR with 20' bed.
- **H&S Company, LAR Battalion, Marine Division.** The MK48 power unit can be reduced from five to one and the MK18 trailer from four to zero. These can be replaced with four MTVRs with 20' bed. One MK48 and one MK16 5th wheel should be retained as the prime movers for the M870 semi trailer.
- **HQ Battery, Artillery Regiment, Marine Division.** The MK48 should be reduced from ten to five and the MK18 from four to zero. These vehicles can be replaced with four MTVRs with 20' bed. Five MK48 power units and five MK16 5th wheels should be retained as prime movers for the M870 semi trailers.
- **HQ Battery, Artillery Battalion (m198), Artillery Regiment, Marine Division.** The two MK48 power units and the two MK18 trailers should be reduced to zero. They can be replaced by MTVRs with 20' bed.
- **Engineer Support Company, Engineer Support Battalion, FSSG.** This unit should retain its four MK48 power units, two MK16 5th wheels, and two MK15 wreckers to meet unit operational needs.
- **Service Company, Communications Battalion, SRIG.** The MK48 should be reduced from nine to two and the MK18 from seven to zero. These vehicles can be replaced with seven MTVRs with 20' bed. Two MK48 power units and two MK16 5th wheels should be retained as prime movers for the M870 semi trailers.

T/E	Unit Description	MEF Multiple	Mk48 FPU		Mk16 5th Wheel		M870 Semi Trailer		Mk18A1 Trailer		Mk15 Wrecker	
			From	To	From	To	From	To	From	To	From	To
N1322	Combat Engineer Support Co., Combat Engineer Bn., Marine Division	1	6	6	6	6	6	6	1	1	1	1
N1521	H&S Co., Tank Bn., Marine Division	1	10	2	1	1	1	1	8	0	1	1
N1621	H&S Co., Assault Amphibian Bn., Marine Division	1	5	1					4		1	1
N1623	Assault Amphibian Co., Assault Amphibian Bn., Marine Division	4	1	1					1	1		
N1761	H&S Co., LAR Bn., Marine Division	1	5	1	1	1	1	1	4	0		
N2201	HQ Btry., Artillery Regiment, Marine Division	1	10	5	5	5	5	5	4	0		
N2209	HQ Btry., Artillery Bn. (m198), Artillery Regiment, Marine Division	4	2	0					2	0		
N3235	Motor Transport Maintenance Co., Maintenance Bn., FSSG	1	3	3							3	3
N3252	Engineer Support Co., Engineer Support Bn., FSSG	1	4	4	2	2	2	2			2	2
N3253	Bridge Co., Engineer Support Bn., FSSG	1	24	24					24	24		
N3255	Engineer Co., Engineer Support Bn., FSSG	3	2	2	2	2	2	2				
N3291	H&S Co., Support Bn., FSSG	1	6	6							6	6
N3295	G/S Motor Transport Company, Support Bn., FSSG	1	*	*	*	*	*	*	*	*	*	*
N3296	D/S Motor Transport Company, Support Bn., FSSG	2	*	*	*	*	*	*	*	*	*	*
N4783	Service Co., Communications Bn., SRIG	1	9	2	2	2	2	2	7	0		
N8702	Marine Wing Support Squadron (FW), MWSG, MAW	2	10	10	4	4	4	4	5	5	1	1
N8703	Marine Wing Support Squadron (RW), MWSG, MAW	2	10	10	4	4	4	4	5	5	1	1

* Addressed in MCSSD and line haul analyses.

Table L-14. 2007 Baseline LVSR Ownership and Recommended Changes to the Minimum Strategic Footprint Alternative to Derive the Minimum Cost Alternative

APPENDIX M

NBC ANALYSIS

1. Background. Marine Corps NBC decontamination doctrine is contained in FM 3-5/MCWP 3-37.3, *NBC Decontamination*, dated 28 July 2000. Current Marine Corps NBC doctrine describes three levels of decontamination: immediate, operational, and thorough. Immediate decontamination is conducted by the individual Marine, initially using a personal skin decontaminating kit (SDK). Individual Marines then decontaminate their own hood, mask, gloves, and weapon using the individual equipment decontamination kit (IEDK) or an additional SDK. The next level is operational decontamination, which adds vehicle wash downs and MOPP gear exchange to the immediate, individual-level techniques. An operational decontamination is primarily intended to limit the spread of contamination, to allow for temporary relief from MOPP-4 level of protective measures, and to facilitate additional decontamination requirements. Operational decontamination is accomplished by an individual or crew (unit teams) using decontamination apparatuses, ready-to-use decontaminants, and general-purpose detergent. On the average, ground combat battalions have four decontamination teams each, consisting of six to eight Marines per team, in order to conduct operational decontamination. The highest level of decontamination is called thorough decontamination; this is the most effective, but it is also the most resource intensive in terms of water, fuel, and other unit assets. Generally speaking, thorough decontamination operations are conducted beyond the range of enemy direct-fire systems to reduce the chances of enemy interference. Thorough decontamination operations can be accomplished as part of the force reconstitution operations phase, or can be done to support on-going operations throughout the battlefield. After thorough decontamination, the unit moves out of the decontamination site into a “clean” tactical assembly area (TAA) to prepare for subsequent or follow-on operations.

2. Scoping Unit NBC Requirements. For the purposes of this study, we will focus upon NBC operational decontamination activities at the T/E unit level. Thus, our intent, in this appendix, is to identify the additional water, fuel, and equipment required by each T/E unit to enable it to successfully complete both immediate and operational decontamination. This means that all necessary equipment (decontamination apparatus, pumps, tanks, hoses, etc.), for both TAM and non-TAM Control Number (TAMCN) NBC-related items, is already included in the Unit Mobility Analysis (Appendix L) to this study. The fuel and water that each unit would require to accomplish a complete operational decontamination is depicted in this appendix. However, these requirements are intended only to demonstrate the fuel and water quantities that would be required to accomplish a complete operational decontamination, and are not explicitly included in each unit’s overall lift requirement as indicated in Appendix L. Per Marine Corps NBC doctrine, this analysis uses the assumption that two sets of NBC suits, gloves, and overboots will be authorized for each Marine in each unit. One set will be issued to the individual Marine (man packed), and the second set will be maintained in the unit trains. Sustainment NBC items and equipment will be shipped from the FCSSA to the CSSA (and beyond) as the tactical/NBC situation develops, to ensure that all units have access to necessary replacement NBC assets.

3. Data Collection. To determine the lift requirement for NBC equipment and supplies in order to conduct operational decontamination, a series of meetings and telephone conversations with NBC SMEs was conducted. Organizations contacted were NBC Requirements Office, CSS Branch, Requirements Division, MCCDC; MARCORSYSCOM CSLE Directorate, PM Marine/NBC; and the II MEF and 2d Marine Division NBC Officers. Each of these SMEs provided detailed Marine Corps NBC operational expertise. (Synopsis of these meetings, interviews, and telephone conversations are found in Appendix C, Records of Meetings and Interviews). The data received, in tandem with the information gleaned from MCWP 3-37.3, enabled the study team to develop an overall listing of all current NBC equipment (including dimensional data), depicted in Table M-1. The equipment listed in this table consists of TAMCN items only. All of the non-TAMCN required items of equipment and supplies are found in Table M-2. The NBC Requirements Office, CSS Branch, Requirements Division, MCCDC also provided the study team with a copy of a unique piece of software that they refer to as the NBC Decontamination Planner. This program consists of a series of software tables and algorithms that allow the user to input the quantity and type of equipment assets to be decontaminated. The program then calculates the type and amount of resources required to accomplish the task through the application of set usage factors. The study team used the NBC Decontamination Planner to categorize the assets to be decontaminated by size and type, and to subsequently compute the required quantities for water, detergent, super tropical bleach (STB), and fuel.

4. TAMCN NBC Equipment. Table M-1 is a current list of all the NBC equipment and supplies listed by TAMCN required by the MEF in order to operate in a tactical NBC environment. It also includes the distribution factors needed to compute the tactical lift requirement by unit.

TAMCN	Nomenclature	Combat Essent	USP	Sq. Ft.	Cu. Ft.	Pounds	Remarks
A1630	Radiac Set AN/PDR56H	N	1	2.33	3.11	39	ACE and LAR Bn
B1291	Lightweight Decon System, M17	Y	1	6.5	18.018	370	In Database
C2004	Alarm Chem. Agent, Auto, Portable, Manpack, M81	Y	1	4	5	45	LAR Bn has 4 ea and Intel Bn has 1 ea
C2010	Apron, Toxological Agents	Y	10	2.7	3.15	51	per NBC Team Member
C2020	Bag, Waterproofing, Protective Mask	Y	250	0.5	1.5	50	2 per individual
C2032	Monitor, Chemical Agent	Y	1	0.68	1	6	In Database
C2075	Kit, Decon, Skin M291	Y	100	1	2.88	341	per 20 individuals
C2080	Decon Apparatus, Portable, M11	Y	12		3	64	1 per veh/crew svd wpn/NBC team
C2085	Decon Apparatus, Portable, M13	Y	1	0.65	1	54	In Database
C2101	Detector Kit, Chem Agent, M256A1	Y	1	0.59	0.73	13	In Database
C2105	Detector , Radiac, DT-236/PDR-75	N	1	0.08	0.01	1	per individual
C2110	Paper, Chem Agent Detector, M9	Y	100		10	44	1 per 10 individuals
C2130	Cover, Footwear , Chemical, Protective (Overboots)	Y	1		0.02	0.91	2 pair per individual
C2150	Gloves Set, Chemical Protective	Y	1		0.02	0.38	2 sets per individual
C2300	Suit, Chem Protective (Overgarment)	Y	1	0.25	0.51	42	per individual
C2375	Water Testing Kit, Chem Agents, M272	Y	1	0.29	0.07	7	19 in Engineer Support Battalion
C5265	Mask, Chem-Bio, Protective, CB, M40	Y	8	0.68	0.26	41	per individual
C5266	Mask, Chem-Bio, Protective, CV, M42	Y	8	0.69	0.26	41	per individual
C5268	Test Set Evaluator, Mask, Protective, M41	N	1		1	15	In Database
C5269	Voice Comm AD	Y	8		0.1	0.5	1 per individual
C5825	Alarm, Chemical Agent, Sensing, Remote, M21	Y	1	6.25	12.5	104	In Database
H2365	Radiac Set AN/VDR-2	Y	4	0.44	0.11	5	As required
H2369	Charger, Detector, Radiac PP4276C/PD	N	1		1	15	As required
H2370	Radiac, Indicator, Computer, CP-696/PDR-75	Y	1		0.44	24	In Database
H2372	Radiac Meter, IM-143B/PD	Y	1		1	5	As required
K4265	Decon Agent, 1.3 qt. can, DS2	N	12		1.4	42	As required
K4267	Decon Agent, STB 50 lbs	Y	1		5	50	As required
K4270	Decon Agent, 5 gal drum, DS-2	N	1		1.1	45	As required
K4685	M8 Paper						Man packed

Table M-1. NBC Equipment and Supplies With Dimensional Data for MEF Units

5. Non-TAMCN NBC Items of Equipment and Supplies. Table M-2 indicates the non-TAMCN NBC items of equipment and supplies needed for an operational decontamination. They were extracted from Chapter 9, Logistics, FM 3-5/MCWP 3-37.3, *NBC Decontamination*, 28 July 2000. The planning factors used in determining the fuel, water, detergent, and bleach are derived from the NBC Decontamination Planner.

EQUIPMENT	USP	CU FT	POUNDS	MGX	VW	TOTAL CU FT	TOTAL POUNDS
Long handle brushes	ea	.5	3	6		3	18
Plastic sheet (100' x 40'') (TAMCN: K4720)**	roll	.6	19	12		7.2	228
30 gallon container	ea	10.5	12	3		31.5	36
3 gallon containers	ea	.6	2		6	3.6	12
Detergent, GP, liquid (TAMCN: K4275)**	5 gal. can	2.2	50		as req *		
Sponges	Box of 6 ea	.75	1	1 Box	1 Box	1.5	2
Paper towels	Box of 6 rolls	8.5	4	2 Boxes		17	8
Discard containers (plastic bags)	Box of 125 ea	1	10	3 Boxes		3	30
TOTAL	NA	NA	NA	NA	NA	66.8	334

* See Tables M-5 and M-6.

** TAMCN is for identification purposes only.

Table M-2. Equipment and Supplies Needed for a 200-Marine Company-Sized Unit Operational Decontamination MOPP Gear Exchange (MGX) and Vehicle Wash Down (VW)

6. Additional Operational Decontamination Resources Required by Unit T/E Number. Table M-3 depicts the additional resources needed by each T/E unit to conduct operational decontamination and includes non-TAMCN equipment/materiel and bulk liquids. The water and fuel amounts are the totals required for each unit's personnel, vehicle, and aircraft decontamination requirements, and were extracted from Tables M-4, M-5, and M-6. These totals were summed to determine the total requirement for each unit, which is reflected on each individual T/E worksheet in the unit mobility analysis appendix. The Non-TAMCN item cube and weight results represent the sum of the number of NBC packages per Table M-2, as determined by the number of personnel in each T/O unit, plus the cube and weight requirements for GP detergent that were determined for each unit depicted in Table M-5.

T/E Number	Unit Name	NumPers	Non-TAMCN NBC Items Req		Water-Pers	Water-Veh	Water-Aircraft	Fuel
			Cube	Weight	Gals	Gals	Gals	Gals
N1021	Div Hq HqBn 2d MarDiv	312	135.9	720	94	90		29
N1022	H&SCo HqBn 2d MarDiv (inc band)	236	138.3	774	71	4680		196
N1024	MPCo HqBn 2d MarDiv	71	69.1	386	21	840		31
N1025	CommCo HqBn 2d MarDiv	322	138.4	776	97	5610		233
N1026	TrkCo HqBn 2d MarDiv	224	140.9	832	67	8565		430
N1028	MARDIV Small Craft Unit	80	69.2	388	24	1770		75
N1121	HqCo InfRegt 2d MarDiv	176	71.5	440	53	4155		180
N1172	H&S Co InfBn InfRegt 2d MarDiv	269	135.9	720	81	1230		45
N1173	WpnsCo InfBn InfRegt 2d MarDiv	154	69.1	386	46	450		17
N1174	RifleCo InfBn InfRegt 2d MarDiv	182	66.8	334	55	0		0
N1321	H&SCo Combat EngrBn 2d MarDiv	171	69.1	386	51	360		13
N1322	Cmbt EngrSptCo Combat EngrBn 2d MarDiv	259	141	834	78	10560		499
N1323	Combat EngrCo Combat EngrBn 2d MarDiv	114	69.1	386	34	1380		58
N1421	H&S Co Recon Bn Division	58	69.1	386	17	750		28
N1422	Recon Co Recon Bn Division	70	69.1	386	21	120		5
N1521	Tank Bn H&S Co 2d MarDiv	494	207.6	1164	148	8040		369
N1522	Tank Co 2d MarDiv	86	69.1	386	26	945		47
N1621	H&S Co 2d AABN 2d MarDiv	387	205.2	1110	116	4740		230
N1623	AsltAmphibCo 2d AABN 2d MarDiv	196	136	792	59	2460		124
N1761	LAR Bn H&S Co	427	205.2	1110	128	5175		241
N1762	LAV Co	139	69.1	386	42	1125		58
N2201	Hq Btry Arty Regt 2d MarDiv	380	209.5	1216	114	10020		445
N2208	FiringBtry ArtyBn ArtyRegt 2d MarDiv	147	69.1	388	44	1995		93
N2209	HqBtry ArtyBn ArtyRegt 2d MarDiv	199	136	722	60	2370		101
N3211	H&S BN FSSG HQ Co	680	272	1110	204	5115		217
N3212	H&S BN FSSG SVC Co	412	202.7	1002	124	30		1
N3213	H&S BN FSSG Comm Co	357	136	722	107	2130		82
N3214	H&S BN FSSG MP Co	145	69.1	386	44	1230		45
N3421	H&S Co SupBn 4th FSSG	256	136	722	77	2415		105
N3124	Supply Bn Sup Co 1st FSSG	657	267.2	1336	197	0		0

T/E Number	Unit Name	NumPers	Non-TAMCN NBC Items Req		Water-Pers	Water-Veh	Water-Aircraft	Fuel
			Cube	Weight	Gals	Gals	Gals	Gals
N3422	Ammo Co SupBn 4th FSSG	306	133.6	668	92	0		0
N3125	Supply Bn Med Log 1st FSSG	95	66.8	334	29	0		0
N3231	H&S Co MaintBn FSSG	153	71.5	440	46	3645		173
N3232	Elect MaintCo MaintBn FSSG	270	135.9	720	81	690		33
N3233	Engr MaintCo MaintBn FSSG	245	135.9	720	74	900		40
N3234	Ord MaintCo MaintBn FSSG	326	135.9	720	98	1290		59
N3235	MT MaintCo MaintBn FSSG	382	135.9	720	114	945		43
N3236	G/S MaintCo MaintBn FSSG	248	135.9	720	74	735		40
N3251	H&S Co Engr SptBn 2d FSSG	288	136	774	86	3825		180
N3252	Engr Supt Co, Engr Supt Bn	406	205.2	1110	122	5595		262
N3253	Engr Supp Bn Bridge Co 2d FSSG	90	69.3	390	27	2895		146
N3254	Bulk Fuel Co, Engr Supt Bn	265	135.9	720	80	1575		69
N3255	Engr Co, Engr Supt Bn	142	69.2	388	43	1785		86
N3271	Med Bn H&S Co	359	136	722	108	2355		101
N3272	Med Bn Surgical Co	201	135.9	720	60	405		17
N3281	Dental Bn H&S Co	19	0	52	6	30		1
N3282	Dental Bn Dental Co	72	69.1	386	22	30		1
N3291	H&SCo, SupportBn, 2d FSSG	259	135.9	720	78	1110		49
N3292	LdgSptCo, SupportBn, 2d FSSG	70	69.1	386	21	180		7
N3293	SptCo, SupportBn, 2d FSSG	375	140.8	830	113	8235		404
N3294	Beach and Terminal Ops Co, SupportBn, 2d FSSG	210	135.9	720	63	150		6
N3295	G/S MtCo SptBn 2d FSSG	382	143.6	892	115	15255		771
N3296	D/S MtCo SptBn 2d FSSG	155	74.1	498	47	8940		453
N4701	MEF Command Element	287	135.9	720	86	210		8
N4706	MEF HQ Group	226	135.9	720	68	210		8
N4714	IntelBn HUMINT Co	117	69.1	386	35	930		34
N4715	IntelBn P&A Co	97	69.1	386	29	480		19
N4716	IntelBn HqCo	104	69.1	386	31	1290		47
N4718	Force Recon Co	162	69.1	386	49	1290		51
N4735	Co A, Radio BN, II MEF	109	69.1	386	33	930		34
N4736	Co B, Radio BN, II MEF	131	69.1	386	39	720		26

T/E Number	Unit Name	NumPers	Non-TAMCN NBC Items Req		Water-Pers	Water-Veh	Water-Aircraft	Fuel
			Cube	Weight	Gals	Gals	Gals	Gals
N4737	H&S Co, Radio BN, II MEF	335	138	776	101	4785		223
N4754	Marine Liaison Element	43	69.1	386	13	300		11
N4783	Comm Bn SVC Co	382	207.7	1166	115	9300		428
N4784	Comm Bn Spt Co	227	138.2	772	68	2340		90
N4785	Comm Bn Comm Co	133	69.1	386	40	660		24
N4786	CommBn Hq Co	317	135.9	720	95	360		13
N8611	MAW HQ	396	135.9	720	119	90	0	3
N8615	MTACS MACG	178	69.1	386	53	1710	0	81
N8633	ATC Det, MACS	76	69.1	386	23	345	0	16
N8641	HQ MACS (Rein)	159	69.1	386	48	1695	0	78
N8642	TAOC MACS	100	69.1	386	30	720	0	26
N8644	EW/C MACS	81	69.1	386	24	885	0	41
N8651	HQ MarWgCommSq	53	71.4	438	16	2715	0	107
N8652	AirfieldDet MarWgCommSq	248	138.2	772	74	2130	0	91
N8657	VMAQ Det	255	135.9	720	77	0	225	11
N8660	MASS MACG	232	138.3	774	70	3570	0	161
N8692	LAADBn Hq and H&S Btry	105	69.1	386	32	660	0	29
N8694	LAAD Btry	145	71.4	438	44	2310	0	85
N8701	MWSG HQ	59	66.8	334	18	0	0	0
N8702	MWSS (FW)	734	276.9	1552	220	11130	0	521
N8703	MWSS (RW)	653	276.9	1552	196	10725	0	502
N8783	VMGR	369	135.9	772	111	0	2160	54
N8800	MAG (FW) HQ	118	66.8	334	35	0	0	0
N8810	MALS (FW)	349	133.6	668	105	0	0	0
N8840	VMFA(AW)	264	136	720	79	0	540	27
N8851	VMFA	223	136	720	67	0	540	27
N8859	VMA	328	136	720	98	0	720	36
N8890	VMU	198	140.5	772	59	2100	540	114
N8900	MAG (RW) HQ	121	66.8	334	36	0	0	0
N8910	MALS (RW)	299	133.6	668	90	0	0	0
N8938	HMM	191	71.6	386	57	0	540	27

T/E Number	Unit Name	NumPers	Non-TAMCN NBC Items Req		Water-Pers	Water-Veh	Water-Aircraft	Fuel
			Cube	Weight	Gals	Gals	Gals	Gals
N8946	HMH	335	135.9	720	101	0	720	36
N8970	HMLA	461	205	1054	138	0	1215	61
N9000	HIMARS H&S Btry	144	71.4	438	43	2280		95
N9001	HIMARS Firing Btry	105	71.4	438	32	1980		88

Table M-3. Additional Operational Decontamination Requirements by Unit T/E

7. Personnel NBC Operational Decontamination Requirements. Table M-4 gives the gallons of water and STB required for personnel decontamination for each unit in the notional MEF. The factors of 0.3 for water and 0.0536 for STB were derived from the NBC Decontamination Planner. The multiplier column indicates the number of units of the notional MEF organized using a specific T/E.

T/E Number	Unit Name	T/O	T/O Personnel	Water	STB	Multiplier	Total Personnel	Total Water	Total STB
				0.3	0.0536			0.3	0.0536
N1021	Div Hq HqBn 2d MarDiv	1986J	312	93.6	16.7232	1	312	93.6	16.7232
N1022	H&SCo HqBn 2d MarDiv (inc DSU/Band-T0 1991G/1989)	1987G	236	70.8	12.6496	1	236	70.8	12.6496
N1024	MPCo HqBn 2d MarDiv	1903G	71	21.3	3.8056	1	71	21.3	3.8056
N1025	CommCo HqBn 2d MarDiv	1883J	322	96.6	17.2592	1	322	96.6	17.2592
N1026	TrkCo HqBn 2d MarDiv	1862J	224	67.2	12.0064	1	224	67.2	12.0064
N1028	MARDIV Small Craft Unit	1984H	80	24	4.288	1	80	24	4.288
N1121	HqCo InfRegt 2d MarDiv	1096F	176	52.8	9.4336	3	528	158.4	28.3008
N1172	H&S Co InfBn InfRegt 2d MarDiv	1037F	269	80.7	14.4184	9	2421	726.3	129.7656
N1173	WpnsCo InfBn InfRegt 2d MarDiv	1027G	154	46.2	8.2544	9	1386	415.8	74.2896
N1174	RifleCo InfBn InfRegt 2d MarDiv	1013G	182	54.6	9.7552	27	4914	1474.2	263.3904
N1321	H&SCo Combat EngrBn 2d MarDiv	1377C	171	51.3	9.1656	1	171	51.3	9.1656
N1322	Cmbt EngrSptCo Combat EngrBn 2d MarDiv	1363C	259	77.7	13.8824	1	259	77.7	13.8824
N1323	Combat EngrCo Combat EngrBn 2d MarDiv	1375C	114	34.2	6.1104	4	456	136.8	24.4416
N1421	H&S Co Recon Bn, Division	1424B	58	17.4	3.1088	1	58	17.4	3.1088
N1422	Recon Co Recon Bn, Division	1423A	70	21	3.752	3	210	63	11.256

T/E Number	Unit Name	T/O	T/O Personnel	Water	STB	Multiplier	Total Personnel	Total Water	Total STB
				0.3	0.0536			0.3	0.0536
N1521	Tank Bn H&S Co 2d MarDiv	4237G	494	148.2	26.4784	1	494	148.2	26.4784
N1522	Tank Co 2d MarDiv	4234G	86	25.8	4.6096	4	344	103.2	18.4384
N1621	H&S Co 2d AABN 2d MarDiv	4654F	387	116.1	20.7432	1	387	116.1	20.7432
N1623	AsltAmphibCo 2d AABN 2d MarDiv	4652M	196	58.8	10.5056	4	784	235.2	42.0224
N1761	LAR Bn H&S Co	4681D	427	128.1	22.8872	1	427	128.1	22.8872
N1762	LAV Co	4683F	139	41.7	7.4504	4	556	166.8	29.8016
N2201	Hq Btry Arty Regt 2d MarDiv	1101H	380	114	20.368	1	380	114	20.368
N2208	FiringBtry ArtyBn ArtyRegt 2d MarDiv	1113G	147	44.1	7.8792	12	1764	529.2	94.5504
N2209	HqBtry ArtyBn ArtyRegt 2d MarDiv	1142G	199	59.7	10.6664	4	796	238.8	42.6656
				0	0			0	0
N3211	HqCo H&S Bn FSSG	3111S	680	204	36.448	1	680	204	36.448
N3212	ServCo H&SBN 2d FSSG	3121S	412	123.6	22.0832	1	412	123.6	22.0832
N3213	CommCo H&S Bn FSSG	3131S	357	107.1	19.1352	1	357	107.1	19.1352
N3214	MP Co H&S Bn FSSG	3141S	145	43.5	7.772	1	145	43.5	7.772
N3231	H&S Co MaintBn FSSG	3211S	153	45.9	8.2008	1	153	45.9	8.2008
N3232	Elect MaintCo MaintBn FSSG	3241S	270	81	14.472	1	270	81	14.472
N3233	Engr MaintCo MaintBn FSSG	3231S	245	73.5	13.132	1	245	73.5	13.132
N3234	Ord MaintCo MaintBn FSSG	3221S	326	97.8	17.4736	1	326	97.8	17.4736
N3235	MT MaintCo MaintBn FSSG	3251S	382	114.6	20.4752	1	382	114.6	20.4752
N3236	G/S MaintCo MaintBn FSSG	3261S	248	74.4	13.2928	1	248	74.4	13.2928
N3421	H&S Co Supply Bn	3311S	256	76.8	13.7216	1	256	76.8	13.7216
N3124	Sup Co Supply Bn	3321S	657	197.1	35.2152	1	657	197.1	35.2152
N3422	Ammo Co Supply Bn	3331S	306	91.8	16.4016	1	306	91.8	16.4016
N3125	Med Log Co Sup Bn	3341S	95	28.5	5.092	1	95	28.5	5.092
N3251	H&S CO Engr SptBn 2d FSSG	3411S	288	86.4	15.4368	1	288	86.4	15.4368
N3252	Engr Spt Co Eng Spt Bn	3421S	406	121.8	21.7616	1	406	121.8	21.7616
N3253	Engr Spt Bn Bridge Co 2d FSSG	3431S	90	27	4.824	1	90	27	4.824
N3254	Bulk Fuel Co Eng Spt Bn	3441S	265	79.5	14.204	1	265	79.5	14.204
N3255	Eng Co Eng Spt Bn	3451S	142	42.6	7.6112	3	426	127.8	22.8336
N3271	Med Bn H&S Co	3612S	359	107.7	19.2424	1	359	107.7	19.2424
N3272	Med Bn Surgical Co	3623S	201	60.3	10.7736	3	603	180.9	32.3208
N3281	Dental Bn H&S Co	3661S	19	5.7	1.0184	1	19	5.7	1.0184

T/E Number	Unit Name	T/O	T/O Personnel	Water	STB	Multiplier	Total Personnel	Total Water	Total STB
				0.3	0.0536			0.3	0.0536
N3282	Dental Bn Dental Co	3671S	72	21.6	3.8592	3	216	64.8	11.5776
N3291	H&SCo, Trans Spt Bn, 2d FSSG	3512S	259	77.7	13.8824	1	259	77.7	13.8824
N3292	LdgSptCo, Trans Spt Bn, 2d FSSG	3544S	70	21	3.752	3	210	63	11.256
N3293	SptCo, Trans Spt Bn, 2d FSSG	3522S	375	112.5	20.1	1	375	112.5	20.1
N3294	Beach and Terminal Ops Co, Trans Spt Bn, 2d FSSG	3532S	210	63	11.256	1	210	63	11.256
N3295	G/S MtCo Trans Spt Bn 2d FSSG	3572S	382	114.6	20.4752	1	382	114.6	20.4752
N3296	D/S MtCo Trans Spt Bn 2d FSSG	3584S	155	46.5	8.308	2	310	93	16.616
				0	0	1		0	0
N4701	MEF Command Element	4918L	287	86.1	15.3832	1	287	86.1	15.3832
N4706	MEF HQ Group	4701B	226	67.8	12.1136	1	226	67.8	12.1136
N4714	IntelBn HUMINT Co	4714	117	35.1	6.2712	1	117	35.1	6.2712
N4715	IntelBn P&A Co	4715	97	29.1	5.1992	1	97	29.1	5.1992
N4716	IntelBn HqCo	4716	104	31.2	5.5744	1	104	31.2	5.5744
N4010	MCISU, Intell Bn	4710E	59	17.7	3.1624	1	59	17.7	3.1624
N4718	Force Recon Co	4718D	162	48.6	8.6832	1	162	48.6	8.6832
N4735	CO A, Radio BN, II MEF	4735M	109	32.7	5.8424	1	109	32.7	5.8424
N4736	CO B, Radio BN, II MEF	4736M	131	39.3	7.0216	1	131	39.3	7.0216
N4737	H&S CO, Radio BN, II MEF	4737M	335	100.5	17.956	1	335	100.5	17.956
N4754	Marine Liaison Element	4854A	43	12.9	2.3048	1	43	12.9	2.3048
N4783	Comm Bn SVC Co	4885C	382	114.6	20.4752	1	382	114.6	20.4752
N4784	Comm Bn, GS Comm Co	4884C	227	68.1	12.1672	1	227	68.1	12.1672
N4785	Comm Bn, DS Comm Co	4883C	133	39.9	7.1288	3	399	119.7	21.3864
N4786	CommBn Hq Co	4886C	317	95.1	16.9912	1	317	95.1	16.9912
				0	0	1		0	0
N8611	MAW HQ / MWHS	8600/01	396	118.8	21.2256	1	396	118.8	21.2256
N8615	MACG / MTACS	8610/20	178	53.4	9.5408	1	178	53.4	9.5408
N8633	ATC Det (MACS)	8633	76	22.8	4.0736	4	304	91.2	16.2944
N8641	HQ MACS (Rein)	8641	159	47.7	8.5224	1	159	47.7	8.5224
N8642	TAOC Det (MACS)	8642	100	30	5.36	1	100	30	5.36
N8644	EW/C Det (MACS)	8644	81	24.3	4.3416	1	81	24.3	4.3416
N8651	MWCS HQ	8651	53	15.9	2.8408	1	53	15.9	2.8408
N8652	MWCS Det.	8652	248	74.4	13.2928	2	496	148.8	26.5856

T/E Number	Unit Name	T/O	T/O Personnel	Water	STB	Multiplier	Total Personnel	Total Water	Total STB
				0.3	0.0536			0.3	0.0536
N8657	VMAQ	8880	255	76.5	13.668	2	510	153	27.336
N8660	MASS	8660	232	69.6	12.4352	1	232	69.6	12.4352
N8692	LAADBn Hq and H&S Btry	8691/92/9 3	105	31.5	5.628	1	105	31.5	5.628
N8694	LAAD Btry	8694	145	43.5	7.772	2	290	87	15.544
N8701	MWSG HQ	8701	59	17.7	3.1624	1	59	17.7	3.1624
N8702	MWSS (FW)	8702	734	220.2	39.3424	2	1468	440.4	78.6848
N8703	MWSS (RW)	8703	653	195.9	35.0008	2	1306	391.8	70.0016
N8783	VMGR HQ / (2) VMGR Dets	8820/21	369	110.7	19.7784	1	369	110.7	19.7784
N8800	MAG (FW) HQ	8800	118	35.4	6.3248	2	236	70.8	12.6496
N8810	MALS (FW)	8810	349	104.7	18.7064	2	698	209.4	37.4128
N8840	VMFA(AW)	8840	264	79.2	14.1504	3	792	237.6	42.4512
N8851	VMFA	8830	223	66.9	11.9528	4	892	267.6	47.8112
N8859	VMA	8860	328	98.4	17.5808	3	984	295.2	52.7424
N8890	VMU	8890	198	59.4	10.6128	1	198	59.4	10.6128
N8900	MAG (RW) HQ	8900	121	36.3	6.4856	2	242	72.6	12.9712
N8910	MALS (RW)	8910	299	89.7	16.0264	2	598	179.4	32.0528
N8938	HMM/VM	8940/8920	191	57.3	10.2376	8	1528	458.4	81.9008
N8946	HMH	8960	335	100.5	17.956	2	670	201	35.912
N8970	HMLA	8970	461	138.3	24.7096	2	922	276.6	49.4192
				0	0			0	0
N9000	HIMARS H&S Btry		144	43.2	7.7184	1	144	43.2	7.7184
N9001	HIMARS Firing Btry		105	31.5	5.628	3	315	94.5	16.884
Totals							43850	13155.3	2350.36

Table M-4. Personnel NBC Requirements

8. Vehicle NBC Operational Decontamination Requirements. Table M-5 describes the operational decontamination requirements (water, detergent, fuel, and STB) for the notional MEF small vehicles (ITV, HMMWV, all trailers up to but not including the MK18, all MHE up to and including the 4,000-pound RT forklift, and all other equipment under 999.9 cu.ft.) and large

vehicles (MTVR and above, e.g., M970, MHE including the 10,000-pound RT forklift and above, ground combat vehicles/weapons systems, and all other equipment over 1,000 cu. ft.). Using the number of vehicles in each unit, the gallons of water and STB required for each unit in the notional MEF are computed using the factors of 0.3 for water and 0.0536 for STB; these come from the NBC Decontamination Planner. The same approach was used for the GP soap (detergent), fuel-small (S) vehicle, and fuel-large (L) vehicle. The multiplier column indicates the number of units of the notional MEF organized using a specific T/E.

T/E Number	Unit Name	Large Veh	Sm Veh	H2O-Lg	H2O-Sm	GP Soap	Fuel-L	Fuel-S	Mult	H2O-Lg	H2O-Sm	Soap-T	Fuel-LT	Fuel-ST
				45	30	0.056						Gals	Gals	Gals
N1021	Div Hq HqBn 2d MarDiv	0	3	0	90	0.168	0	3.3	1	0	90	0.168	0	3.3
N1022	H&SCo HqBn 2d MarDiv (inc DSU/Band-T0 1991G/1989)	38	99	1710	2970	7.672	87.4	108.9	1	1710	2970	7.672	87.4	108.9
N1024	MPCo HqBn 2d MarDiv	0	28	0	840	1.568	0	30.8	1	0	840	1.568	0	30.8
N1025	CommCo HqBn 2d MarDiv	42	124	1890	3720	9.296	96.6	136.4	1	1890	3720	9.296	96.6	136.4
N1026	TrkCo HqBn 2d MarDiv	179	17	8055	510	10.976	411.7	18.7	1	8055	510	10.976	411.7	18.7
N1028	MARDIV Small Craft Unit	16	35	720	1050	2.856	36.8	38.5	1	720	1050	2.856	36.8	38.5
N1121	HqCo InfRegt 2d MarDiv	43	74	1935	2220	6.552	98.9	81.4	3	5805	6660	19.656	296.7	244.2
N1172	H&S Co InfBn InfRegt 2d MarDiv	0	41	0	1230	2.296	0	45.1	9	0	11070	20.664	0	405.9
N1173	WpnsCo InfBn InfRegt 2d MarDiv	0	15	0	450	0.84	0	16.5	9	0	4050	7.56	0	148.5
N1174	RifleCo InfBn InfRegt 2d MarDiv	0	0	0	0	0	0	0	27	0	0	0	0	0
N1321	H&SCo Combat EngrBn 2d MarDiv	0	12	0	360	0.672	0	13.2	1	0	360	0.672	0	13.2
N1322	Cmbt EngrSptCo Combat EngrBn 2d MarDiv	172	94	7740	2820	14.896	395.6	103.4	1	7740	2820	14.896	395.6	103.4
N1323	Combat EngrCo Combat EngrBn 2d MarDiv	12	28	540	840	2.24	27.6	30.8	4	2160	3360	8.96	110.4	123.2
N1421	H&S Co Recon Bn, Division	0	25	0	750	1.4	0	27.5	1	0	750	1.4	0	27.5
N1422	Recon Co Recon Bn, Division*****		4	0	120	0.224	0	4.4	3	0	360	0.672	0	13.2
N1521	Tank Bn H&S Co 2d MarDiv	110	103	4950	3090	11.928	253	113.3	1	4950	3090	11.928	253	113.3
N1522	Tank Co 2d MarDiv	17	6	765	180	1.288	39.1	6.6	4	3060	720	5.152	156.4	26.4
N1621	H&S Co 2d AABN 2d MarDiv	86	29	3870	870	6.44	197.8	31.9	1	3870	870	6.44	197.8	31.9
N1623	AsltAmphibCo 2d AABN 2d MarDiv	52	4	2340	120	3.136	119.6	4.4	4	9360	480	12.544	478.4	17.6
N1761	LAR Bn H&S Co	79	54	3555	1620	7.448	181.7	59.4	1	3555	1620	7.448	181.7	59.4
N1762	LAV Co	25	0	1125	0	1.4	57.5	0	4	4500	0	5.6	230	0
N2201	Hq Btry Arty Regt 2d MarDiv	120	154	5400	4620	15.344	276	169.4	1	5400	4620	15.344	276	169.4
N2208	FiringBtry ArtyBn ArtyRegt 2d MarDiv	31	20	1395	600	2.856	71.3	22	12	16740	7200	34.272	855.6	264
N2209	HqBtry ArtyBn ArtyRegt 2d MarDiv	22	46	990	1380	3.808	50.6	50.6	4	3960	5520	15.232	202.4	202.4
				0	0	0	0	0	1	0	0	0	0	0
N3211	HqCo H&S Bn FSSG	45	103	2025	3090	8.288	103.5	113.3	1	2025	3090	8.288	103.5	113.3

T/E Number	Unit Name	Large Veh	Sm Veh	H2O-Lg	H2O-Sm	GP Soap	Fuel-L	Fuel-S	Mult	H2O-Lg	H2O-Sm	Soap-T	Fuel-LT	Fuel-ST
				45	30	0.056						Gals	Gals	Gals
N3212	ServCo H&SBN 2d FSSG	0	1	0	30	0.056	0	1.1	1	0	30	0.056	0	1.1
N3213	CommCo H&S Bn FSSG	6	62	270	1860	3.808	13.8	68.2	1	270	1860	3.808	13.8	68.2
N3214	MP Co H&S Bn FSSG	0	41	0	1230	2.296	0	45.1	1	0	1230	2.296	0	45.1
N3231	H&S Co MaintBn FSSG	61	30	2745	900	5.096	140.3	33	1	2745	900	5.096	140.3	33
N3232	Elect MaintCo MaintBn FSSG	12	5	540	150	0.952	27.6	5.5	1	540	150	0.952	27.6	5.5
N3233	Engr MaintCo MaintBn FSSG	10	15	450	450	1.4	23	16.5	1	450	450	1.4	23	16.5
N3234	Ord MaintCo MaintBn FSSG	18	16	810	480	1.904	41.4	17.6	1	810	480	1.904	41.4	17.6
N3235	MT MaintCo MaintBn FSSG	13	12	585	360	1.4	29.9	13.2	1	585	360	1.4	29.9	13.2
N3236	G/S MaintCo MaintBn FSSG	5	17	225	510	1.232	11.5	18.7	1	225	510	1.232	11.5	18.7
N3421	H&S Co Supply Bn	25	43	1125	1290	3.808	57.5	47.3	1	1125	1290	3.808	57.5	47.3
N3124	Sup Co Supply Bn	0	0	0	0	0	0	0	1	0	0	0	0	0
N3422	Ammo Co Supply Bn	0	0	0	0	0	0	0	1	0	0	0	0	0
N3125	Med Log Co Sup Bn	0	0	0	0	0	0	0	1	0	0	0	0	0
N3251	H&S CO Engr SptBn 2d FSSG	61	36	2745	1080	5.432	140.3	39.6	1	2745	1080	5.432	140.3	39.6
N3252	Engr Spt Co Eng Spt Bn	87	56	3915	1680	8.008	200.1	61.6	1	3915	1680	8.008	200.1	61.6
N3253	Engr Spt Bn Bridge Co 2d FSSG	61	5	2745	150	3.696	140.3	5.5	1	2745	150	3.696	140.3	5.5
N3254	Bulk Fuel Co Eng Spt Bn	17	27	765	810	2.464	39.1	29.7	1	765	810	2.464	39.1	29.7
N3255	Eng Co Eng Spt Bn	31	13	1395	390	2.464	71.3	14.3	3	4185	1170	7.392	213.9	42.9
N3271	Med Bn H&S Co	23	44	1035	1320	3.752	52.9	48.4	1	1035	1320	3.752	52.9	48.4
N3272	Med Bn Surgical Co	3	9	135	270	0.672	6.9	9.9	3	405	810	2.016	20.7	29.7
N3281	Dental Bn H&S Co	0	1	0	30	0.056	0	1.1	1	0	30	0.056	0	1.1
N3282	Dental Bn Dental Co	0	1	0	30	0.056	0	1.1	3	0	90	0.168	0	3.3
N3291	H&SCo, Trans Spt Bn, 2d FSSG	12	19	540	570	1.736	27.6	20.9	1	540	570	1.736	27.6	20.9
N3292	LdgSptCo,Trans Spt Bn, 2d FSSG	0	6	0	180	0.336	0	6.6	3	0	540	1.008	0	19.8
N3293	SptCo, Trans Spt Bn, 2d FSSG	157	39	7065	1170	10.976	361.1	42.9	1	7065	1170	10.976	361.1	42.9
N3294	Beach and Terminal Ops Co, Trans Spt Bn, 2d FSSG	0	5	0	150	0.28	0	5.5	1	0	150	0.28	0	5.5
N3295	G/S MtCo Trans Spt Bn 2d FSSG	325	21	14625	630	19.376	747.5	23.1	1	14625	630	19.376	747.5	23.1
N3296	D/S MtCo Trans Spt Bn 2d FSSG	192	10	8640	300	11.312	441.6	11	2	17280	600	22.624	883.2	22
				0	0	0	0	0		0	0	0	0	0
N4701	MEF Command Element	0	7	0	210	0.392	0	7.7	1	0	210	0.392	0	7.7
N4706	MEF HQ Group	0	7	0	210	0.392	0	7.7	1	0	210	0.392	0	7.7
N4714	IntelBn HUMINT Co	0	31	0	930	1.736	0	34.1	1	0	930	1.736	0	34.1
N4715	IntelBn P&A Co	2	13	90	390	0.84	4.6	14.3	1	90	390	0.84	4.6	14.3

T/E Number	Unit Name	Large Veh	Sm Veh	H2O-Lg	H2O-Sm	GP Soap	Fuel-L	Fuel-S	Mult	H2O-Lg	H2O-Sm	Soap-T	Fuel-LT	Fuel-ST
				45	30	0.056						Gals	Gals	Gals
N4716	IntelBn HqCo	0	43	0	1290	2.408	0	47.3	1	0	1290	2.408	0	47.3
N4010	MCISU, Intell Bn	0	0	0	0	0	0	0	1	0	0	0	0	0
N4718	Force Recon Co	6	34	270	1020	2.24	13.8	37.4	1	270	1020	2.24	13.8	37.4
N4735	CO A, Radio BN, II MEF	0	31	0	930	1.736	0	34.1	1	0	930	1.736	0	34.1
N4736	CO B, Radio BN, II MEF	0	24	0	720	1.344	0	26.4	1	0	720	1.344	0	26.4
N4737	H&S CO, Radio BN, II MEF	73	50	3285	1500	6.888	167.9	55	1	3285	1500	6.888	167.9	55
N4754	Marine Liaison Element	0	10	0	300	0.56	0	11	1	0	300	0.56	0	11
N4783	Comm Bn SVC Co	134	109	6030	3270	13.608	308.2	119.9	1	6030	3270	13.608	308.2	119.9
N4784	Comm Bn, GS Comm Co	6	69	270	2070	4.2	13.8	75.9	1	270	2070	4.2	13.8	75.9
N4785	Comm Bn, DS Comm Co	0	22	0	660	1.232	0	24.2	3	0	1980	3.696	0	72.6
N4786	CommBn Hq Co	0	12	0	360	0.672	0	13.2	1	0	360	0.672	0	13.2
				0	0	0	0	0		0	0	0	0	0
N8611	MAW HQ / MWHS	0	3	0	90	0.168	0	3.3	1	0	90	0.168	0	3.3
N8615	MACG / MTACS	28	15	1260	450	2.408	64.4	16.5	1	1260	450	2.408	64.4	16.5
N8633	ATC Det (MACS)	5	4	225	120	0.504	11.5	4.4	4	900	480	2.016	46	17.6
N8641	HQ MACS (Rein)	25	19	1125	570	2.464	57.5	20.9	1	1125	570	2.464	57.5	20.9
N8642	TAOC Det (MACS)	0	24	0	720	1.344	0	26.4	1	0	720	1.344	0	26.4
N8644	EW/C Det (MACS)	13	10	585	300	1.288	29.9	11	1	585	300	1.288	29.9	11
N8651	MWCS HQ	11	74	495	2220	4.76	25.3	81.4	1	495	2220	4.76	25.3	81.4
N8652	MWCS Det.	20	41	900	1230	3.416	46	45.1	2	1800	2460	6.832	92	90.2
N8657	VMAQ	0	0	0	0	0	0	0	2	0	0	0	0	0
N8660	MASS	46	50	2070	1500	5.376	105.8	55	1	2070	1500	5.376	105.8	55
N8692	LAADBn Hq and H&S Btry	8	10	360	300	1.008	18.4	11	1	360	300	1.008	18.4	11
N8694	LAAD Btry	0	77	0	2310	4.312	0	84.7	2	0	4620	8.624	0	169.4
N8701	MWSG HQ	0	0	0	0	0	0	0	1	0	0	0	0	0
N8702	MWSS (FW)	174	110	7830	3300	15.904	400.2	121	2	15660	6600	31.808	800.4	242
N8703	MWSS (RW)	167	107	7515	3210	15.344	384.1	117.7	2	15030	6420	30.688	768.2	235.4
N8783	VMGR HQ / (2) VMGR Dets	0	0	0	0	0	0	0	1	0	0	0	0	0
N8800	MAG (FW) HQ	0	0	0	0	0	0	0	2	0	0	0	0	0
N8810	MALS (FW)	0	0	0	0	0	0	0	2	0	0	0	0	0
N8840	VMFA(AW)	0	0	0	0	0	0	0	3	0	0	0	0	0
N8851	VMFA	0	0	0	0	0	0	0	4	0	0	0	0	0
N8859	VMA	0	0	0	0	0	0	0	3	0	0	0	0	0

T/E Number	Unit Name	Large Veh	Sm Veh	H2O-Lg	H2O-Sm	GP Soap	Fuel-L	Fuel-S	Mult	H2O-Lg	H2O-Sm	Soap-T	Fuel-LT	Fuel-ST
				45	30	0.056						Gals	Gals	Gals
N8890	VMU	16	46	720	1380	3.472	36.8	50.6	1	720	1380	3.472	36.8	50.6
N8900	MAG (RW) HQ	0	0	0	0	0	0	0	2	0	0	0	0	0
N8910	MALS (RW)	0	0	0	0	0	0	0	2	0	0	0	0	0
N8938	HMM/VMM	0	0	0	0	0	0	0	8	0	0	0	0	0
N8946	HMH	0	0	0	0	0	0	0	2	0	0	0	0	0
N8970	HMLA	0	0	0	0	0	0	0	2	0	0	0	0	0
				0	0	0	0	0		0	0	0	0	0
N9000	HIMARS H&S Btry	18	49	810	1470	3.752	41.4	53.9	1	810	1470	3.752	41.4	53.9
N9001	HIMARS Firing Btry	24	30	1080	900	3.024	55.2	33	3	3240	2700	9.072	165.6	99
Totals				134280	83490	322.952	6863.2	3061.3		201555	131340	495.99	10301.7	4815.8

Fuel-S: fuel small vehicle

Fuel-L: fuel large vehicle

T: total (i.e., Fuel ST and Fuel LT)

Table M-5. Vehicle NBC Requirements

9. Aircraft Requirements. Table M-6 depicts the number of small aircraft (helicopters and fighters) and large aircraft (C-130 and above) assigned to the notional MEF. Since the number of aircraft was so small, a single factor for small and for large aircraft could not be determined. Using the NBC Decontamination Planner, the number of aircraft in each unit was entered individually, by squadron type. This enabled the study team to accurately determine the quantity of water, GP soap, and fuel required to execute one complete operational decontamination of all squadron aircraft.

T/E Number	Unit Name	Lg A/C	Sm A/C	H2O-Lg	H2O-Sm	GP Soap	Fuel	Mult	Total A/C	Total H2O	Total Soap	Total Fuel
				180	45	Gals	Gals			Gals	Gals	Gals
N8657	VMAQ		5		225	0.3	11.315	2	10	450	0.6	22.63
N8783	VMGR HQ / (2) VMGR Dets	12		2160		1.5	54.324	1	12	2160	1.5	54.324
N8840	VMFA(AW)		12		540	0.8	27.156	3	36	1620	2.4	81.468
N8851	VMFA		12		540	0.8	27.156	4	48	2160	3.2	108.62
N8859	VMA		16		720	1	36.208	3	48	2160	3	108.62
N8890	VMU		12		540	0.8	27.156	1	12	540	0.8	27.156
N8938	HMM/VMM		12		540	0.8	27.156	8	96	4320	6.4	217.25

T/E Number	Unit Name	Lg A/C	Sm A/C	H2O-Lg	H2O-Sm	GP Soap	Fuel	Mult	Total A/C	Total H2O	Total Soap	Total Fuel
				180	45	Gals	Gals			Gals	Gals	Gals
N8946	HMH		16		720	1	36.208	2	32	1440	2	72.416
N8970	HMLA		27		1215	1.7	61.101	2	54	2430	3.4	122.2
Totals				2160	5040	8.7	307.78		348	17280	23.3	814.69

Table M-6. Aircraft NBC Requirements

APPENDIX N

ISO CONTAINER ANALYSIS

International Standardization Organization (ISO) containers are primarily used by the Marine Corps to package and store supplies and equipment aboard the MPS squadrons. Currently, the MPS squadrons have only 20' ISO containers that contain sufficient supplies to support operations for 30-60 days. It is possible that sustainment supplies may come in commercial 40' ISO containers. Currently, the Marine Corps has no capability to transport these containers. Therefore, we have assumed ISO containers are 8' x 8' x 20'. In the SWA scenario analyzed in this study effort, ISO containers are offloaded from the selected MPS squadron ships and moved into the FCSSA where either they are "unstuffed" and their contents then distributed or they are transported to FOBs (airfields), CSSAs, or MCSSDs where they are "unstuffed" and their contents distributed to supported units.

To model the movement of ISO containers in the SWA scenarios, the study team undertook an analysis of the ISO containers currently aboard the MPS squadrons. To model the movement of ISO containers, it is necessary to understand the relationship between weight of ISO containers and their contents. Weight is an important factor because the MTVR with 20' bed is designed to transport 20' ISO containers. However, the MTVR is limited to a payload of 15 tons. ISO containers weighing more than 15 tons must be transported by the LVSR, which can transport ISO containers weighing up to 22.5 tons. In addition, it was necessary to translate the demand for supplies into ISO container equivalents for use in the model. For example, if there is a requirement for meals ready to eat (MREs) at the CSSA, one must be able to determine the number of ISO containers required to transport the required rations.

GS-12 Laura Falkenbach and GS-09 Brenda R. Hunt, Marine Corps Material Command (MATCOM), Blount Island Command, Blount Island, Florida provided MPS Squadron 1 data used in this analysis. The data files were imported into the MAGTF Deployment Support System II (MDSS II) and then saved as a Microsoft Excel workbook. Individual Excel workbooks were created for each ship of the squadron using the MATCOM designations of BOBO MPS1 MMC-6, KOKAK MPS1 MMC6, MARTIN MPS1 MMC6, OBREGON MPS1 MMC-6, and PLESS MPS1 MMC6. The container data was then extracted from each Excel file and combined into a single Excel workbook that is the basis for the analysis.

The initial effort focused upon identifying the weight characteristics of containers with Class I (rations); Class V (ammunition); and Classes of supply II, IV, VI, VII, VIII, and IX (three groupings or categories of supplies). These three categories correspond to the groupings used in the simulation developed to model the line haul of supplies from the FCSSA to the FOBs, CSSAs, and MCSSDs in the SWA scenarios. Tables N-1 and N-2 below summarize the weight data extracted from the Excel workbook. Those containers weighing 15 tons or less can be transported by the MTVR with a 20' bed while those weighing more than 15 tons require transport by the LVSR.

Characteristic	Rations			Classes II, IV, VI, VII, VIII, & IX		
	< 15 T	> 15 T	Total	< 15 T	> 15 T	Total
# ISOs	142	0	142	424	17	441
Total Wt. (#)	3,507,000	0	3,507,000	6,890,492	595,880	7,486,372
Avg. Wt. (#)	24,697	N/A	24,697	16,251	35,052	16,976

Note: Each MRE container has 768 cases of 12 MREs each. Total MREs per container is 9,216.

Table N-1. Class I (Rations) and Class II, IV, VI, VII, VIII, and IX ISO Container Characteristics

Characteristic	Ground Class V			Aviation Class V			All Class V		
	< 15 T	> 15 T	Total	< 15 T	> 15 T	Total	< 15 T	> 15 T	Total
# ISOs	83	119	202	221	60	281	304	179	483
Total Wt. (#)	1,998,344	4,175,050	6,173,394	4,463,331	2,371,410	6,834,741	6,436,315	6,546,460	12,982,775
Avg. Wt. (#)	24,076	35,084	30,561	20,196	39,524	24,323	21,172	36,572	26,879

Table N-2. Class V ISO Container Characteristics

The second effort was directed at estimating the distribution of ISO containers by weight requiring transportation from the FCSSA to the CSSA in the SWA scenarios. To make this determination, the CSSA throughput requirement for a typical day was determined for Class I (rations); Class V; and Classes of supply II, IV, V, VI, VII, VIII, and IX. The requirements were described in pounds so that the data in Tables N-1 and N-2 above could be used in the calculations. Table N-3 below presents a summary of the requirement and its translation into container equivalents.

Summary of Tables N-1 and N-2						SWA Requirement	
Supply Category	ISO Weight Category	Packed ISO Container Weight (lbs.)	Empty ISO Container Weight (lbs.)	ISO Container Contents Weight (lbs.)	ISO Containers as a % of Supply Category	Ground Requirement (lbs.)	ISO Equivalents
CL I (rations)	< 15 Tons	24697	5600	19097	100.00%	44,525	2.33
CL II, IV, VI, VII, VIII, & IX	< 15 Tons	16251	5600	10651	96.15%		9.82
	> 15 Tons	35052	5600	29452	3.85%		0.39
	Avg. Wt.	16976	5600	11376	100.00%	116,215	10.22
CL V	< 15 Tons	24076	5600	18476	41.09%		1.26
	> 15 Tons	35084	5600	29484	58.91%		1.80
	Avg. Wt.	30561	5600	24961	100.00%	76,272	3.06

Table N-3. FCSSA-to-CSSA ISO Container Weight Distribution for SWA Scenarios

Table N-3 presents by supply category, by ISO weight category the average daily requirement in ISOs that will require movement from the FCSSA to the CSSA. The ISO equivalents can be reformatted to determine the percentage of ISO containers that are greater than and less than 15 tons that are required by the CSSA on a daily basis. Table N-4 presents the reformatted information.

ISO Weight Category	ISOs Required	Percentage
< 15 Tons	13.41	0.86
> 15 Tons	2.33	0.14
Total	48.38	100

Table N-4. Average Daily ISO Container Requirements at the CSSA

The last analysis was to determine the content of an average ISO container that is delivered to the CSSA. The content of the average ISO container for both ISO weight categories was determined by calculating the percentage of Class I (rations); Class II, IV, VI, VII, VIII, and IX; and Class V containers in each ISO weight category. Table N-5 presents the results of this analysis.

ISO Weight Category	Supply Category	ISOs Required	Percentage	Contents
< 15 Tons	CL I (MREs)	2.33	17%	2.78 Pallets
	CL II, IV, VI, VII, VIII, & IX	9.82	73%	7,801 Pounds
	CL V	1.26	9%	1,730 Pounds
	Total	13.41	100%	
> 15 Tons	CL II, IV, VI, VII, VIII, & IX	0.39	18%	5,286 Pounds
	CL V	1.80	82%	20,481 Pounds
	Total	2.19	100%	

Table N-5. Average ISO Container Contents at CSSA

APPENDIX O

TACTICAL WHEELED VEHICLE REFERENCE DATA

1. Tactical Wheeled Vehicle Reference Data. TWV data, that is, dimensions, characteristics, capacities, and so on, was derived from numerous sources, which are provided in this appendix. A significant amount of research was accomplished to determine this data. In several instances, the information available was conflicting or nonexistent. To resolve these conflicts, MT subject-matter experts were consulted. The tables below indicate the data elements and the source(s) by TWV.

2. TWV Data Sources. Table O-1 below provides the TWV data sources for external vehicle and cargo space dimensions, which were measured in length, width, height, square feet, and cubic feet for each TWV. Vehicle payload, speeds (highway and cross-country), crew size, curb weight, and fuel tank capacity were also extracted from these documents.

TWV	TAMCN	SOURCE
ITV-Cargo	TBD	<i>JORD for the Family of Internally Transportable Vehicles (ITV)</i> , 11 April 2000; and Mr. Mike Gallagher, MARCORSYSCOM PM Transportation.
ITV-LSV	D1161	
ITV-MRC-142	TBD	
ITV-MRC-145	TBD	
ITV-Ambulance	TBD	
HMMWVA2-M1123	D1158	<i>ORD for the Light Tactical Vehicle Replacement (LTVR)</i> , 6 August 1998; <i>User's Logistics Summary (ULSS)</i> HMMWVA2, April 1999; MARCORSYSCOM PM Transportation POC Subject-Matter Experts; and TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
HMMWVA2-M1043A2	D1159	
HMMWVA2-M1097A2	D0187	
HMMWVA2-M1045A2	D1125	
HMMWVA2-M997A2	D1001	
HMMWVA2-M10357A2	D1002	
¾-Ton Trailer	D0850	TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
MTVR-Cargo 14'	D0198	<i>ORD for the Medium Tactical Vehicle Replacement (MTVR)</i> , 12 March 1998; <i>Medium Tactical Vehicle Replacement (MTVR) Integrated Logistics Support Plan (ILSP)</i> ; MARCORSYSCOM PM Transportation POC Subject-Matter Experts; and <i>MTVR System Descriptions</i> U.S. Army TACOM, 14 September 2000.
MTVR-Cargo XLWB 20'	D1062	
MTVR-Dumptruck	D1073	
MTVR-Wrecker	D1213	
MFTR	TBD	
1 ½-Ton Water Trlr-M149A2	D0880	TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
LVS-MK48/MK15	D0209/D0877	<i>Draft ORD for the Logistics Vehicle Systems Replacement (LVS)</i> , 29 July 1999; and TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
LVS-MK48/MK16	D0209/D0878	
LVS-MK48/MK18	D0209/D0801	
Truck, Tractor, 5 T, M931A2	D1134	TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
Semitrailer Low Bed-M870A2	D0235	TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.
Semitrailer Refueler-M970	D0215	TM 11240-15/4B, <i>Motor Transport Technical Characteristics Manual</i> , August 1994.

Table O-1. TWV Data Sources

3. Convoy Planning Factors. The doctrinal publications indicated below address only three possible types of convoy formations: close, open, and infiltration. Close and open formations both consist of convoys having more than 10 vehicles; however, close formations are typically used at night or during periods of reduced visibility, and open formations are used during the daytime. Both are normally considered tactical convoys. Infiltration is a formation consisting of 10 vehicles or fewer (as launched per hour, from origin), usually moving through congested areas at higher rates of speed, during daylight hours. Vehicles using this formation are typically running individually between known points, for example, the port and the FCSSA, and moving along with the flow of other general traffic.

According to SMEs, close and open formations are considered to be tactical convoys moving through unsecured areas and are typically provided with security while traveling from the CSSAs to the MCSSDs. Infiltration was not considered as a viable option due to poor security and lack of control. Movement in secure areas, such as between the port and FCSSAs/CSSAs, or other such rear area locations, usually takes place via administrative convoy over hard surfaced roads of two lanes or more. Administrative convoys consist of 20 or more vehicles, traveling at speeds of up to 45 mph during daylight hours and 15 mph at night. These factors are indicated in the following table.

SOURCE	NEA		SWA		SWA HALT	
	Admin (mph)	Tactical	Admin	Tactical	Admin	Tactical
MWCP 4-11.3	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph
FM 55-30	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph
FM 55-15	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph	None	Day 15 mph, night 10 mph
SME	None	Day 15 mph, night 10 mph	Day 45 mph, night 15 mph	Day 15 mph, night 10 mph	Day 45 mph, night 15 mph	Day 15 mph, night 10 mph

Table O-2. Convoy Planning Data

4. Loading and Unloading Times. Many factors affect the loading and unloading of tactical wheeled vehicles, such as the tactical situation, weather, terrain, and the availability and type of MHE. The availability of doctrine to define load and unload times is very limited. The only resources available included a CNA Study, *Marine Corps Combat Service Support: Requirements for Transportation, Supply, Landing Support, Material Handling Equipment, and Military Police*, dated February 1986; U.S. Army FM 55-15, *Transportation Reference Data*, 27 October 1997; MAA/VIC simulation for an average supply truck in minutes; and

conversations with SMEs who are veterans of Somalia and the Gulf War. The times indicated in Table O-3 below were discussed at the government-sponsored SME conference on 28 February 2001 and were agreed to be reasonable.

TWVs and Trailers	Pallet Standard (Minutes)		SIXCON (Minutes)		Collapsible Drum 500 Gals (Minutes)		ISO Container 20' (Minutes)	
	Load	Unload	Load	Unload	Load	Unload	Load	Unload
¾-Ton Trailer (M101A3)	4	2						
MTVR (Cargo 6x6)	1	5	4	2	3	2		
MTVR (XLWB 6x6)	1	5	4	2	3	2	5	3
MFTR	1	5	4	2	3	2		
LVSF and 1 Rear Body Unit (RBU) Cargo Variant	7	4	2	1	3	2	5	3

Table O-3. Load/Unload Time Factors for Tactical Wheeled Vehicles

5. Capacities. Table O-4 indicates the specifications and payload for the general-purpose tactical wheeled vehicles addressed in this study. The sources for this data are ORDs, TMs, ULSSs, SMEs, and vendor specification publications.

6. Load Planning Data. Table O-5 lays out the quantity by class of supply that each tactical wheeled vehicle can transport over the highway and cross-country. These are the factors the study team used in calculating the loads for the MEF TWV lift requirement.

TACTICAL WHEELED VEHICLES AND TRAILERS	TAMCN	PAYLOAD															
		Crew	Pax	Square Feet		Cubic Feet		Pounds		Gallons Water				Gallons Fuel			
				Veh.	Cgo.	Veh.	Cgo.	Hwy	CC	SIXCON		Drum		SIXCON		Drum	
										Hwy	CC	Hwy	CC	Hwy	CC	Hwy	CC
ITV-C (Cargo)*	D1161	2	4	81	27	447	90	3,000	3,000								
HMMWVA2 (M1123) Cargo**	D1158	2	8	108	44	508	145	4,400	4,400								
¾-Ton Trailer (M101A3)	D0850			76	35	519	213	1,500	1,350								
MTVR (Cargo 6x6)	D0198	2	20	214	101	2,522	403	30,000	14,200	1,800	900	1,500	1,500	1,800	900	1,500	1,500
MTVR (Cargo XLWB 6x6)	D1062	2	28	263	154	3,084	615	30,000	14,200	2,700	900	2,500	1,500	2,700	900	2,500	2,000
MFTR	TBD			123	107	1,455	427	10,000	5,000	900	0	1,000	500	900	0	1,000	500
1 ½-Ton Water Trailer (M149A2)***	D0880			90		595		3,332	3,332			400	400				
MK48 LVS/LVSR Front Power Unit (FPU)	D0209	2	2	159		1,917											
MK18 Ribbon Bridge Self Load/LVSR Rear Body Unit (RBU) Cargo Variant	D0881			160	159	800	640 ****	45,000	33,000	3,600 ****	2,700	2,500	2,500	3,600 ****	2,700	3,000	3,000
Truck, Tractor, M931A2	D1134	2	2	179		1,403											
Semitrailer, Low Bed, M870A2	D0235			340	144	2,068	817	80,000		3,600 *****		2,000		3,600 *****		2,500	
Semitrailer, Refueler M970***	D0215			244		2,126										5,000	3,800

* Cubic feet for the ITV-C is from an SME recommendation based on actual measurement of the prototypes that resulted in a height factor of 3.3 feet.

** Cubic feet for the HMMWVA2 is based on the same height factor of 3.3 feet.

*** Gallons for M149A2 and M970 are allocated to the Gallons Water and Gallons Fuel “Drum” columns.

**** Assumes break bulk with 4-foot height. LVSR is capable of transporting 4 SIXCONs; however, total load is normally 3,250 lbs. to prevent rollover due to high CG.

***** M870A2 is capable of transporting 4 SIXCONs; however, total load is normally 3,250 lbs. to prevent rollover due to high CG.

Table O-4. Tactical Wheeled Vehicle Capacities

TWVs & TRAILERS	TAMCN	CLASS II, III (PP), IV, VII, VIII, & IX (Maximums per 1 Vehicle)			CLASS I (Rations)			CLASS III (Bulk)		CLASS V (note 1)		
		Sq Ft	Cu Ft	Weight (pounds)	Pallet Ration (note 3)	SIXCON Water	Drum Water 500 Gal	SIXCON Fuel	Drum Fuel 500 Gal	ISO 8x8x20 Cont.	Not Combat Loaded	Combat Loaded
ITV-C (Cargo)	TBD	27	90	3,000								
HMMWVA2 (M1123)	D1158	44	146	4,400	1							
¾-Ton Trailer (M101A3)	D0850	35	213	CC: 1,350 Hwy: 1,500	1 1							
MTVR	D0198	101	403	CC: 14,200 Hwy: 30,000	6 6	1 2	3 3	1 2	3 3		RND: 142 or CHG: 248 RND: 248 or CHG: 496	RND: 48 and CHG: 48
MTVR XLWB (note 2)	D1062	154	615	CC: 14,200 Hwy: 30,000	10 10	1 3	3 5	1 3	4 5	1	RND: 142 or CHG: 248 RND: 248 or CHG: 496	
MFTR	TBD	107	427	CC: 5,000 Hwy: 10,000	4 8	1	1 2	1	1 2		RND: 50 or CHG: 100 RND: 50 or CHG: 100	
MK18 Rear Body Unit (RBU) w/ M48 Front Power Unit (FPU) (note 2)	D0881	159	1280	CC: 33,000 Hwy: 45,000	22 22	3 4	5 5	3 4	6 6	1 per RBU	RND: 330 or CHG: 660 RND: 450 or CHG: 900	
M870A2, 40-Ton Low Bed (w/LVSR FPU and RBU fifth wheel variant) (note 2)	D0235	144	817	80,000	20	4	4	4	5	1	RND: 800 or CHG: 1600	

Note 1. This refers to 155mm projectiles (RND) and propellant (CHG) that are loaded on the TWV indicated. Not-combat-loaded RNDs and CHGs cannot be loaded in the same vehicle, but can be transported as a truck and trailer combination. Combat loaded is RNDs and CHGs loaded in the same vehicle or trailer but significantly reduces the amount of ammunition that can be transported.

Note 2. Accommodates an 8x8x20 ISO container.

Note 3. Pallets of rations are stacked 2 high on the MK18 and the M870A2.

Table O-5. Tactical Wheeled Vehicle Load Planning Data

APPENDIX P

LINE HAUL MODEL DESCRIPTION

The study team developed eight separate Microsoft Excel models to estimate the capability of the baseline to meet the line haul transportation requirements of the SWA Halt, SWA Extended, NEA, and NEA Extended scenarios and develop a minimum cost and minimum strategic footprint vehicle fleet alternative for each scenario. This appendix presents a description of the models.

Overview. The model is designed to represent the flow (throughput) of supplies and materials from the port for the SWA scenarios or the beach for the NEA scenarios. It is assumed that tactical wheeled vehicles are assigned to the FCSSA (FSSG(-) or BSSG (-)) to transport materials and supplies from the port or beach to the FCSSA and from the FCSSA to the supported CSSA (CSSD) and FOBs (CSSD). It is also assumed that tactical wheeled vehicles are available at the CSSA to transport materials and supplies forward to the MCSSDs.

Model Data Sources. The model incorporates information from several separate study subtasks. These include the following:

- Detailed scenarios developed by the study team provided the task organization, support relationships, and distances between the port, beach, FCSSA, CSSA, and MCSSDs. The scenarios are summarized in section 4 of the main report and Appendix H, Unit Locations (Secret).
- Logistical support requirements were developed using the database developed to support the study effort. The support requirements for each unit were determined based upon the type and intensity of combat operations in which the unit was engaged sourced from the detailed scenario data and the appropriate planning factors. The planning factors are documented in Appendix E.
- Vehicle characteristics and capabilities were extracted from Appendix O, Vehicle Characteristics and Load Capacity.
- Operational considerations were briefed and approved at the 6 March 2001 Study Advisory Group meeting and were incorporated into the model effort. The operational considerations are described below and in Appendix O.

The model provides a daily summary of the tactical wheeled vehicles necessary to meet the transportation requirement and a separate summary worksheet for each scenario day where the vehicle requirements are determined. The summary worksheet identifies the vehicles required to meet the lift requirement each day, by vehicle type (MTVR 14' bed, MTVR 20' bed, LVSF (FPU and RPU), M931 5-ton tractor, and M970 5,000-gallon tanker) and MFTRs. The summary worksheet for each day includes six separate types of information. They are:

- The line haul transportation requirement for the scenario day. The transportation requirement is presented as separate requirements for rations and water (Class I), fuel (Class III), ammunition (Class V), and other. Other includes Class II, IV, VI, VII, VIII, and IX.
- Distances between port or beach, FCSSA, CSSA, and each MCSSD. These distances are established by day as defined in the individual scenarios.
- Administrative and tactical convoy speeds, load and unload times for ISO containers and break bulk, and convoy formation time. In addition, we have assumed a speed of 15 miles per hour for travel between the port or beach and the FCSSA.
- Computed travel times between the port or beach and the FCSSA, FCSSA and the CSSA, FCSSA and each FOB, and the CSSA and each MCSSD.
- The number of vehicles required to meet the transportation requirement. The number of vehicles and trailers required to meet the transportation requirement between nodes is determined for each supply category described in the first bullet above. The vehicle selection for the minimum cost and minimum strategic footprint alternatives is presented in the vehicle tradeoff section below.
- The vehicle requirements summary for each day that identifies the vehicles required to meet the transportation requirement for each node combination (i.e., port to FCSSA, CSSA to MCSSD) and type vehicle and trailer combination mix. This vehicle requirement summary for each day is used in the summary worksheet described above.

Vehicle Tradeoff. The selection of the correct vehicle or vehicle trailer combination for minimum cost and minimum strategic footprint is required to complete the line haul modeling effort. In this section, as in the MCSSD analysis presented in Appendix K, the study team has determined the minimum strategic footprint and minimum cost vehicle and vehicle and trailer combination for each supply category of the model.

Minimum Strategic Footprint Fleet. To determine the minimum strategic footprint fleet to meet the line haul transportation requirements, the study team made three separate assessments. First, the transportation requirement for ammunition was determined based upon the weight of the ammunition. Next, the bulk liquid transportation requirement was determined based upon vehicle/container capacity. Finally, all remaining cargo transportation requirements were determined based upon the cargo cube and the capacity of the respective vehicles. The following paragraphs present additional details necessary for use in the line haul model.

Ammunition. When transporting ammunition, the controlling factor in determining the number of vehicles required for transport is the weight of the ammunition and the vehicle's load capacity. The LVSR can transport 45,000 pounds while the MTVR can transport 30,000 pounds over improved roads that are available in both scenarios for the line haul. Table P-1 presents a comparison of the strategic footprint for the LVSR and the MTVR for equivalent weight carrying capability. Because the weight load capacity of the 14' and 20' MTVR is the same, no distinction

is made between the two below. However, since the 14' truck has the smaller strategic footprint, it is used in the calculations. Table P-1 below clearly demonstrates that the MTVR is the most efficient for the transportation of ammunition when minimizing strategic footprint is the primary objective.

Vehicle	Load Capacity (lbs)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSr (MK48 & 18)	45,000	362	1.00	362
MTVR	30,000	214	1.50	321
MTVR & MFTR	40,000	338	1.13	380

Table P-1. LVSr and MTVR Strategic Footprint for Equivalent Ammunition Load

Bulk Liquids. The transportation of bulk liquids requires both a container and transport vehicle. Within the Marine Corps, there are 900-gallon SIXCON containers and 500-gallon collapsible drums that are appropriate for transporting water and fuel between the CSSAs and the MCSSDs and water between the production point and the CSSAs and from the CSSAs to the MCSSDs. These containers can be transported by either the LVSr or the MTVR. However, our analysis indicates that the transport of the SIXCONS by the LVSr and MTVR is the most efficient use of capability. The LVSr can transport four SIXCONS loaded with either fuel or water and a 600 GPM pump, and the MTVR can transport three drums of fuel or water. The MFTR can transport two drums with fuel or water. Table P-2 below presents the strategic footprint for these vehicles. Unlike ammunition where the minimum strategic footprint is achieved with the LVSr, for bulk liquids, the minimum strategic footprint is achieved using the MTVR.

Vehicle	Load Capacity (Gal)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSr (MK48 & 18) with SIXCONS *	3150	362	1.00	362
MTVR with 500-gal drums	1500	214	2.10	449
MTVR & MFTR with 500-gal drums	2500	338	1.26	426
MTVR with SIXCONS**	2250	214	1.40	300
MTVR & MFTR with SIXCONS***	2700	338	1.17	394

* LVSr can transport four SIXCONS. Capacity assumes that 50 percent of LVSrs have a pump module.

** MTVR can transport three SIXCONS. Capacity assumes that 50 percent of LVSrs have a pump module.

*** MTVR can transport three SIXCONS. Capacity assumes that MFTR transports pump module.

Table P-2. LVSr and MTVR Strategic Footprint for Equivalent Bulk Liquid Loads

Other Supplies. Other supplies include rations (Class I) and Class II, IV, VI, VII, VIII, and IX supplies that require transportation by the MCSSD. For these supplies, the study team used cube as the means to determine the number of vehicles required to meet the transportation requirement. Table P-3 below presents the equivalent strategic footprint for the alternative means for transporting cargo that is constrained by cube capacity. In all cases, we have assumed break bulk configuration vice palletized loads and that containers (wood, Palcon, or Quadcon) are stacked no higher than four feet. The table clearly shows that the MTVR 20' bed truck with the MFTR presents the best minimum strategic footprint alternative or solution for transporting break bulk cargo.

Vehicle	Load Capacity (ft ³)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSr (MK48 & 18)	640	362	1.00	362
MTVR 14'	403	214	1.59	340
MTVR 20'	615	263	1.04	274
MTVR 14' & MFTR	830	337	0.77	260
MTVR 20' & MFTR	1,042	386	0.61	237

Table P-3. LVSr and MTVR Strategic Footprint for Equivalent Break Bulk Loads

Minimum Cost Fleet. To determine the minimum cost vehicle fleet to meet the transportation requirements for supplies by the MCSSDs, the study team made three separate assessments as was done with the minimum strategic footprint above.

Ammunition. The study team used the annualized cost data developed for use in the *Extend*-based optimization model. The cost information is combined with the load carrying capacity of each of the alternative fleets depicted below so that the minimum cost for a specified capability can be identified. The LVSr can transport 45,000 pounds while the MTVR can transport 30,000 pounds over improved roads. Table P-4 presents a comparison of the cost for the LVSr and the MTVR alternatives for equivalent weight carrying capability. Because the weight load capacity of the 14' and 20' MTVR is the same, no distinction is made between the two below. However, since the 14' truck has the lesser cost, it is used in the calculations. The table clearly demonstrates that the MTVR with MFTR is the most efficient for the line haul of ammunition when minimizing cost is the primary objective.

Vehicle	Load Capacity (lbs)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18)	45,000	52.499	1.00	52.499
MTVR 14'	30,000	17.595	1.50	26.392
MTVR 14' & MFTR	40,000	21.256	1.13	23.913

Table P-4. LVSr and MTVR Cost for Equivalent Load Capacity

Bulk Liquids. As with ammunition, the study team used the annualized cost data developed for use in the *Extend*-based optimization model to determine the minimum cost alternative for transporting bulk liquids. As above, the containerization of the bulk liquids is a key aspect to accomplishing the transportation mission. The cost of the containers has not been included in the annualized cost data used in this analysis. In this analysis, the LVSr transports SIXCONs, and the MTVR and MFTR transport either SIXCONs or collapsible drums. The LVSr can transport four SIXCONs loaded with either fuel or water and a 600 GPM pump, and the MTVR can transport three drums of fuel or water. The MFTR can transport two drums with fuel or water. Table P-5 below presents the data for these vehicles. As with ammunition, the minimum cost objective is achieved using the MTVR with SIXCONs.

Vehicle	Load Capacity (Gallons)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18) with SIXCONS *	3150	52.499	1.00	52.499
MTVR with 500-gal drums	1500	17.595	2.10	36.950
MTVR & MFTR with 500-gal drums	2500	21.256	1.26	26.783
MTVR with SIXCONS**	2250	17.595	1.40	24.633
MTVR & MFTR with SIXCONS***	2700	21.256	1.17	24.799

* LVSr can transport four SIXCONS. Capacity assumes that 50 percent of LVSrs have a pump module.

** MTVR can transport three SIXCONS. Capacity assumes that 50 percent of LVSrs have a pump module.

*** MTVR can transport three SIXCONS. Capacity assumes that MFTR transports pump module.

Table P-5. LVSr and MTVR Cost for Equivalent Bulk Liquid Loads

Other Supplies. Other supplies include rations (Class I) and Class II, IV, VI, VII, VIII, and IX supplies that require transportation by the MCSSD. For these supplies, the study team used cube as the metric means to determine the number of vehicles required to meet the lift requirement. Table P-6 below presents the cost for the alternative means for transporting cargo that is cube constrained. In all cases, we have assumed break bulk configuration and that supplies are stacked no higher than four feet. The table clearly shows that the MTVR 20' bed truck with the MFTR is the best minimum cost alternative for hauling break bulk cargo that is cube constrained.

Vehicle	Load Capacity (ft ³)	Annualized Cost (FY 02 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 02 \$000) for Equivalent Load Capacity
LVSr (MK48 & 18)	640	52.499	1.0	52.499
MTVR 14'	403	17.595	1.6	27.942
MTVR 20'	615	18.05	1.0	18.784
MTVR 14' & MFTR	830	21.256	0.8	16.390
MTVR 20' & MFTR	1,042	21.711	0.6	13.335

Table P-6. LVSr and MTVR Cost for Equivalent Break Bulk Loads

Based upon the above analysis of cost and strategic footprint tradeoffs the study team used the following rules for the allocation of vehicles by scenario.

- SWA Scenarios:
 - Minimum strategic footprint alternative:
 - The LVSr transports ISO containers over 15 tons from the port to the FCSSA and FOBs and from the FCSSA to the CSSA.
 - The MTVR with 14' bed transports ammunition from the CSSA to the MCSSDs; water between all nodes; and fuel from the CSSA to the MCSSDs.
 - The M931 tractor and M970 5,000-gallon tanker transport fuel from the FCSSA to the CSSA and FOBs.
 - The MTVR with 20' bed transports ISO containers less than 15 tons between the port and the FCSSA and from the FCSSA to the CSSA and FOBs; and the MTVR with 20' bed and MFTR transports rations and other supplies from the CSSA to the MCSSDs.

- Minimum cost alternative:
 - The LVSF transports ISO containers over 15 tons from the port to the FCSSA and FOBs and from the FCSSA to the CSSA.
 - The MTRV with 14' bed and MFTF transports ammunition from the CSSA to the MCSSDs.
 - The MTRV with 14' bed transports water between all nodes and fuel from the CSSA to the MCSSDs.
 - The M931 tractor and M970 5,000-gallon tanker transport fuel from the FCSSA to the CSSA and FOBs.
 - The MTRV with 20' bed transports ISO containers less than 15 tons between the port and the FCSSA and from the FCSSA to the CSSA and FOBs; and the MTRV with 20' bed and MFTF transports rations and meals and other supplies from the CSSA to the MCSSDs.
- NEA Scenarios:
 - Minimum strategic footprint alternative:
 - The MTRV with 14' bed transports ammunition and fuel from the beach to the FCSSA, from the FCSSA to the CSSA, and from the CSSA to the MCSSDs.
 - The MTRV with 20' bed and MFTF transports rations and other supplies from the FCSSA to the CSSA and from the CSSA to the MCSSDs.
 - There are adequate water sources at each unit location to set up ROWPUs and establish water points (production, storage, and distribution).
 - Minimum cost alternative:
 - The MTRV with 14' bed and MFTF transports ammunition from the beach to the FCSSA as required, from the FCSSA to the CSSA, and from the CSSA to the MCSSDs.
 - The MTRV with 14' bed transports fuel from the beach to the FCSSA as required, from the FCSSA to the CSSA, and from the CSSA to the MCSSDs.
 - The MTRV with 20' bed and MFTF transports rations and other supplies from the FCSSA to the CSSA and from the CSSA to the MCSSDs.
 - There are adequate water sources at each unit location to set up ROWPUs and establish water points (production, storage, and distribution).

General Scenario Considerations. The NEA scenarios occur in an area that is not fully secure, and all CSS operations requiring transportation of supplies must be conducted using tactical convoys. Tactical convoy speeds are set at 20 miles per hour. The SWA scenarios make use of administrative convoys. The convoy speed for administrative convoys is 45 miles per hour. The SWA Extended scenario culminates in a counterattack that covers almost 300 miles in 11 days. The distances between the FCSSA and the CSSA, and the CSSA and the MCSSDs, make the use of tactical convoys impractical. In some instances, the distance between the CSSA and the MCSSDs is about 100 miles that are connected by a relatively good road network. Because of the distances, road conditions, and the nature of the operation, administrative convoy speeds are used throughout the SWA scenarios, other than the port to FCSSA, which is set at 15 miles per hour.

APPENDIX Q

LINE HAUL TRANSPORTATION AND MCSSD BASELINE PERFORMANCE

This appendix presents an assessment of the capability of the 2007 baseline to meet the long haul transportation and MCSSD mobility requirements of the various scenarios. Appendix R, Alternative Fleets, provides the basis for making this assessment.

Methodology. In making this assessment, the fleet requirements for the minimum strategic footprint were used as a point of reference. The minimum strategic footprint alternative vehicle requirements are very similar to the 2007 baseline. In making this assessment, the following procedures were followed.

- The minimum strategic footprint vehicular requirements for each scenario were extracted from Appendix R.
- The 2007 vehicular authorizations for the direct support and general support companies of the TSB were extracted from Appendix J, TWV 2007 Baseline Vehicle Distribution.
- A direct comparison was made between the vehicular requirements for each scenario and the available vehicles of the 2007 baseline. If there are sufficient vehicles by type in the baseline to meet the scenario vehicular requirement, the baseline was determined to meet the scenario requirement. If the 2007 baseline vehicles by type cannot meet the requirement, substitution from unallocated 2007 baseline vehicles was made based upon equivalency to determine if the baseline has sufficient lift to meet the scenario lift requirement.
- Following the equivalency substitutions, an assessment was made for each scenario relative to the baseline's capacity to meet the scenario lift requirement.

It should be noted that the 2007 baseline incorporates the LVSR and MTVR. These vehicles have substantially greater capability than the existing 5-ton truck and LVS. For example, the LVSR offroad load capacity is 16 ½ tons compared to 12 ½ tons for the LVS. The alternatives take full advantage of this capability. Similarly, the MTVR has an improved road load capacity of 15 tons compared to 5 tons for the existing 5-ton fleet. Again, the 15-ton capacity was fully utilized in the line haul portion of the analysis. Because of these improved capabilities of the baseline as compared to the existing fleet, the baseline assessment presented in this appendix in fact represents a substantial increase in capability relative to the existing vehicles, and it should not be interpreted that the current fleet of vehicles would have the same capability.

Minimum Strategic Footprint Alternatives for Each Scenario. Table Q-1 below presents the minimum strategic footprint alternatives for each of the scenarios.

Scenario	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
SWA Halt	202	24	82	22	20
SWA Extended	196	76	68	19	20
NEA	137	43	28	32	0
NEA Extended	132	76	36	32	0

Table Q-1. Minimum Strategic Footprint Vehicle Requirements for Scenarios

2007 Baseline Vehicles. The vehicles available to the direct support and general support companies of the TSB are presented in Table Q-2 below. We have also included the LVSrS of the bridge company. The bridge company LVSrS are assumed to be available for the SWA scenarios. In the NEA scenarios, only the 182 LVSrS of the TSB are assumed available. The study team has assumed that ribbon bridges designated for transport on these LVSrS in the SWA scenarios would be offloaded and these LVSrS made available for transport of supplies.

Unit	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
General Support Company, Transportation Support Battalion	78	94	0	5	20
Direct Support Company, Transportation Support Battalion*	104	72	0	72	0
Bridge Company, Engineer Support Battalion	24	N/A	N/A	N/A	N/A
Total:	206	166	0	77	20

* This is total authorization for the two direct support companies of the TSB.

Table Q-2. 2007 Baseline Vehicle Authorizations

Capability of the 2007 Baseline To Meet the Scenario Lift Requirements. A comparison of the scenario vehicular requirements presented in Table Q-1 to the available vehicular resources of the 2007 baseline shows that in no case does the baseline meet the requirements on a one-for-one basis. In the following paragraphs, an equivalency assessment is made between the 2007 baseline capabilities and the scenario requirements. This assessment provides the framework for determining the capability of the baseline to meet the scenario requirements. The equivalency assessment will be performed for the NEA scenarios and then the SWA scenarios.

NEA Scenario Equivalency. The 2007 baseline meets the scenario requirements for LVSrS, MTVRs with 14' bed, and MFTRs. However, there is a shortfall of 28 MTVRs with 20' bed. In this scenario, the MTVR with 20' bed is used to transport supplies that are "cube" constrained. With 3 MTVRs with 14' bed having essentially the same cube capacity as 2 MTVRs with 20' bed, there are sufficient unallocated MTVRs with 14' bed (123 MTVRs) to meet the equivalent requirement with 42 MTVRs with 14' bed. Therefore, the baseline can meet the lift requirement of the NEA scenario.

NEA Extended Scenario Equivalency. As with the NEA scenario, the 2007 baseline meets the scenario requirements for LVSrS, MTVRs with 14' bed, and MFTRs. However, there is a shortfall of 36 MTVRs with 20' bed. The MTVR equivalency used in the NEA discussion above

is applied to this scenario. There are sufficient unallocated MTVRs with 14' bed (90 MTVRs) to meet the equivalent requirement with 54 MTVRs with 14' bed. Therefore, the baseline can meet the lift requirement of the NEA Extended scenario.

SWA Halt Scenario Equivalency. Table Q-3 below presents in tabular format the results of the assessment to determine if the baseline can meet the SWA Halt scenario resupply requirements. The top two rows of the table present the scenario vehicle requirements and the “available resources” in the 2007 baseline. By comparing the scenario requirements to the available resources it is clear that the 2007 baseline has sufficient vehicles to meet the scenario vehicle requirements for LVSRs, MTVRs with 14' bed, MFTRs, and M931 tractors with M970 5,000-gallon tankers. However, there is a shortfall of 86 MTVRs with 20' bed. To determine if the MTRV with 20' bed shortfall can be covered by the overages in LVSRs, MTVRs with 14' bed, and MFTRs, the study team determined the equivalency between the overage items and the MTRV with 20' bed. To establish equivalency, the study team determined the use of the vehicle being replaced. For example, if the vehicle being replaced was transporting cube, the replacement ratio is the ratio of the cube capacities of the two vehicles. Specifically, in row four of the table, 24 MTVRs with 20' bed and 24 MFTRs provide the equivalent “cube” lift of 19 MTVRs with 20' bed and 19 MFTRs carrying bulk cargo.

Additional trades were made between the overage vehicles and MFTRs to minimize the MTRV with 20' bed shortfall. The remaining overage MTVRs with 14' bed and MFTRs were converted to LVSR equivalents. This conversion was made so that the LVSRs can transport the ISO containers that would be transported by the MTVRs with 20' bed. The remaining requirement for 63 (82 MTVRs with 20' bed – 19 covered by MTVRs with 14' bed) MTVRs with 20' bed is for those designated to transport ISO containers weighing less than 15 tons. There are a total of 170 LVSRs that transport water, ammunition, and fuel in the MCSSDs that can be converted to MTVRs with 14' bed with or without MFTRs. The conversion of all remaining MTVRs with 14' bed and MFTRs to LVSR equivalents is accomplished in row five. Finally, 59 LVSRs, including the 55 converted and four over the initial requirement (206 – 202), are designated to cover 59 MTVRs with 20' bed transporting ISO containers. The last row of the table identifies the shortfall.

Scenario	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Scenario requirement	202	24	82	22	20
Available resources	206	166	0	77	20
Net effect of trading MTVRs with 14' bed and MFTRs for MTVRs with 20' bed and MFTRs for transporting "cube" (17 in MCSSDs & 2 in line haul). Ratio is 1.25 to 1.	0	+ 24	-19	+ 24	0
Net effect of trading MTVRs and MFTRs for LVSrs supporting MCSSD (35 with ammo). Ratio for MTVR & MFTR is 1.7 to 1. MTVR for LVSr ratio is 2.3.					
MTVR & MFTR	-16	+ 28	0	+ 28	0
MTVR	-39	+ 90	0	0	0
Trade LVSrs for MTVR 20'	+59	0	-59	0	0
Adjusted scenario requirement	206	166	4	77	20
Delta:	0	0	- 4	0	0

Table Q-3. SWA Halt Baseline Assessment

The above table indicates that the 2007 baseline can meet most of the scenario requirements. There is a shortfall of four MTVRs with 20' bed required to meet the line haul requirement associated with the movement of ISO containers between the port and the FCSSA and the FCSSA and the CSSA and airfields. Although the authorizations meet a majority of the requirement, there may be advantage to substituting MTVRs with 20' bed for some of the MTVRs with 14' bed in the TSB.

SWA Extended Scenario Equivalency. Table Q-4 below presents the assessment of the baseline performance in the SWA Extended scenario. The procedures for making the assessment are the same as those presented for the SWA Halt assessment above. For this scenario, the 2007 baseline meets the scenario requirements for LVSrs, MTVRs with 14' bed, MFTRs, and M931 tractors with M970 5,000-gallon tankers. However, there is a shortfall of 86 MTVRs with 20' bed. In this scenario, the MTVR with 20' bed is used to transport ISO containers weighing less than 15 tons and bulk cargo. To determine the equivalency, the study team reviewed the use of vehicles in both the MCSSD analysis and the line haul analysis to determine how many of the MTVRs with 20' bed were required for transport of ISO containers and how many were transporting "cube" cargo. For the MCSSDs, there are a total of 170 LVSrs that transport water, ammunition, and fuel and 17 MTVRs with 20' bed transporting bulk cargo. Two MTVRs with 20' bed are used for line haul bulk cargo transportation. Table Q-4 presents the results of the equivalency assessment.

Scenario	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Scenario requirement	196	76	68	19	20
Available resources	206	166	0	77	20
Net effect of trading MTVR and MFTR equivalents for MTVRs transporting “cube” (17 MCSSD & 2 line haul). Ratio is 1.25 to 1.	0	+ 24	-19	+ 24	0
Equivalent requirements by trading MTVRs and MFTRs for LVSrs supporting MCSSD (35 with ammo). Ratio for MTVR & MFTR is 1.7 to 1. MTVR for LVSr ratio is 2.3.					
MTVR & MFTR	-18	+ 30	0	+ 30	0
MTVR	-14	+ 32	0	0	0
Trade LVSrs for MTVR 20'	+40	0	-40	0	0
Adjusted scenario requirement	206	166	9	73	20
Delta:	0	0	- 9	0	0

Table Q-4. SWA Extended Baseline Assessment

The above table indicates that the 2007 baseline can meet most of the scenario requirements. There is a shortfall of 9 MTVRs with 20' bed required to meet the line haul requirement associated with the movement of ISO containers between the port and the FCSSA and the FCSSA and the CSSA and airfields. Although the authorizations meet a majority of the requirement, there may be advantage to substituting MTVRs with 20' bed for some of the MTVRs with 14' bed in the TSB.

APPENDIX R

LINE HAUL AND MCSSD ALTERNATIVE FLEETS

1. Overview. This appendix presents the development of the alternative TWV fleets for the direct support and general support companies of the TSB both to support MEF long haul transportation requirements and to provide mobility to enable the FSSG to establish MCSSDs. The first section of this appendix provides an overview of the methodology used to develop the alternatives. The methodology is followed by the development of the minimum strategic footprint alternative and the minimum cost alternative for each scenario.

2. Methodology. The study team developed the line haul alternatives by bringing together the results of several study efforts. Specifically, the study team:

- Identified the scenario effects, most notably aviation support for resupply, and factored the scenario effects into the line haul model.
- Determined the minimum strategic footprint and minimum cost line haul vehicle requirements by scenario using the line haul mode.
- Identified the most demanding line haul vehicle requirement for each scenario for the minimum strategic footprint and minimum cost.
- Scaled the requirement to the notional MEF as necessary.
- Augmented the vehicle requirement to account for operational availability. Operational availability for the MTVR was set at .89 and the LVSR at .90.
- Used the results of the MCSSD analysis presented in Appendix K for the minimum strategic footprint and minimum cost MCSSD vehicle requirements for each scenario. Combined this requirement with the line haul requirement to determine the overall requirement for the TSB.
- Selected the most demanding scenario for further development.
- Reviewed the 2007 baseline for the direct support and general support companies of the TSB to assure that the alternative fleet selected for further development could move all trailers, such as the M149 and the M353. If not, made adjustments as required.
- Identified the best alternative across scenarios for minimum strategic footprint and minimum cost. The best alternative can meet the demands of all scenarios investigated in the study effort.
- Allocated vehicles to the direct support and general support companies.

3. Scenario Effects. The effects for the scenarios are presented below. These effects have been extracted from the detailed scenarios developed by the study team for use in this scenario-based analysis.

- **SWA Halt:**
 - The wing deployed to existing airfields with established infrastructure. These FOBs have direct access to aviation fuel, diesel fuel, and water at the FOB.
 - Air assets of the wing resupply the two FARPs. The requirement for each FARP is 30 tons of aviation ordnance, 12 tons of aviation fuel, and the remaining non-aviation-specific supplies identified in the SWA sustainment requirements developed for the line haul model.
 - Aviation ordnance and other supplies are delivered to the airfields in ISO containers. The aviation ordnance includes one ISO container per day to the rotary-wing airfield and 11 ISO containers per day to the fixed-wing airfield.
 - The wing can provide the capability to move up to 404 short tons by air daily. This support will be directed at moving supplies between the CSSA and the MCSSDs or to using units. The movement of supplies between the port and the FCSSA and the FCSSA and the CSSA and airfields is accomplished using ISO containers.
- **SWA Extended:**
 - The wing deployed to existing airfields with established infrastructure. These FOBs have direct access to aviation fuel, diesel fuel, and water at the FOB.
 - Air assets of the wing will resupply the three FARPs. The requirement for each FARP is 30 tons of aviation ordnance, 12 tons of aviation fuel, and the remaining non-aviation-specific supplies identified in the SWA sustainment requirements developed for the line haul model.
 - Aviation ordnance and other supplies will be delivered to the airfields in ISO containers. The aviation ordnance includes 3 ISO containers per day to the rotary-wing airfield, 12 ISO containers per day to fixed-wing airfield one, and 24 ISO containers per day to fixed-wing airfield two.
 - The wing will provide the capability to move up to 878 short tons by air daily. This support will be directed at moving supplies between the CSSA and the MCSSDs or using units. The movement of supplies between the port and the FCSSA and the FCSSA and the CSSA and airfields will be accomplished using ISO containers.
- **NEA:**
 - The wing deployed to existing airfields with established infrastructure. These FOBs have direct access to aviation fuel, diesel fuel, and water at the FOB. In addition, the airfield is located a short distance from a port facility that facilitates resupply of the FOB.
 - The rotary-wing assets will be seabased.
 - Seabased air assets of the wing will resupply the two FARPs. The requirement for each FARP is 30 tons of aviation ordnance, 12 tons of aviation fuel, and the remaining non-aviation-specific supplies identified in the NEA sustainment requirements developed for the line haul model.

- Following the initial deployment of the units ashore, resupply to the FCSSA (that supports two regiments) and CSSA (that supports one regiment) will be accomplished by air to the extent possible.
 - The wing will provide the capability to move up to 878 short tons by air daily. This support will be directed at moving supplies ashore to the FCSSA and the CSSA. Remaining capacity can be used to move supplies for the FCSSA and CSSA to the MCSSDs or using units.
 - Water production can be accomplished using ROWPUs in the vicinity of all tactical locations within the scenario.
- NEA Extended:
 - The fixed-wing aircraft of the wing remain deployed at existing airfields with established infrastructure. These FOBs have direct access to aviation fuel, diesel fuel, and water at the FOB. In addition, the airfield is located a short distance from a port facility that facilitates resupply of the FOB.
 - A rotary-wing airfield is established ashore at an existing airfield near a port. This airfield has water available; however, aviation and diesel fuels are likely not available. The daily ordnance requirement for the airfield is estimated to be 75 tons per day with 24 tons moved forward to the FARPs. The aviation fuel requirement for the airfield is estimated to be 105,690 gallons per day (359 short tons per day).
 - Land-based and seabased air assets of the wing will resupply the two FARPs. The requirement for each FARP is 30 tons of aviation ordnance, 12 tons of aviation fuel, and the remaining non-aviation-specific supplies identified in the NEA sustainment requirements developed for the line haul model.
 - The wing provides the capability to move up to 878 short tons by air daily. This support will be directed at moving supplies ashore to the FCSSA and the resupply of Objective A. Remaining capacity can be used to move supplies for the FCSSA and CSSA to the MCSSDs or other using units.
 - Water production can be accomplished using ROWPUs in the vicinity of all tactical locations within the scenario.

4. Line Haul Vehicle Requirements for Each Scenario. The line haul model was adjusted to accommodate the scenario effects identified above. Using the adjusted models, the study team extracted the vehicle mix for the minimum strategic footprint and minimum cost fleets required to meet the scenario lift requirement. The specific adjustments and line haul model results for each scenario are presented below.

4.1. SWA Halt. The line haul model for SWA Halt was adjusted as follows:

- The ACE through the rotary-wing airfield resupplies the two FARPs. The total daily lift requirement is estimated to be 100 short tons per day.
- The ACE's total capacity to support the MAGTF with lift is estimated at 404 short tons per day. Subtracting the FARP support leaves 304 tons of lift that can be allocated for other support of the MAGTF. We have allocated half of this lift capacity to moving supplies from the CSSA to either the screening force or MCSSD-1, which supports the screening force.

This daily lift requirement ranges from 93 short tons to 137 short tons per day. This adjustment relieves the CSSA of the requirement to deliver supplies to MCSSD-1.

- There is no requirement to deliver water, aviation fuel, or diesel fuel to the airfields.
- The CSSA delivers all supplies to MCSSD-2.

SWA Halt Line Haul Minimum Strategic Footprint Alternative. Table R-1 below presents the vehicle requirements for the minimum strategic footprint alternative for the SWA Halt scenario. The table provides the information necessary to establish the minimum strategic footprint vehicle mix for the SWA Halt scenario. The vehicle mix was selected as follows:

- LVSR (MK48 and MK18A1). Day 10 established the maximum number of LVSRs at 9.
- MTRV 20' bed. Day 10 established the maximum number of MTRVs with 20' bed at 20.
- MTRV 14' bed. Days 14, 17, and 18 established the maximum number of MTRVs with 14' bed at 10. However, 7 MTRVs with 14' bed is sufficient given the excess capacity of the MTRV with 20' bed on these days.
- MFTR. The maximum requirement for the MFTR is three.
- M931 tractor and M970 5,000-gallon tanker. The maximum requirement is 6 of each. This maximum requirement occurs during the movement of the CSSA to prevent it from being overrun by the enemy.

Day	LVSR	MTRV 14'	MTRV 20'	MFTR	M970
1	4	0	7	0	0
2	4	0	7	0	0
3	5	1	9	0	1
4	6	1	9	0	1
5	8	6	12	2	1
6	8	6	12	2	1
7	8	6	12	2	1
8	8	6	16	2	4
9	8	7	16	2	3
10	9	7	19	2	3
11	8	8	14	2	3
12	7	8	10	2	3
13	8	8	12	4	6*
14	8	10	9	3	6
15	7	9	7	2	1
16	7	8	7	2	1
17	7	10	8	2	1
18	7	10	8	2	1

* The requirement to move fuel from the CSSA to the vicinity of the FCSSA to prevent it from being captured by the enemy required 8 M931/M970 vehicle/trailer combinations. The requirement for movement was adjusted to reflect 2 days of movement allowed by the scenario.

Table R-1. SWA Halt Line Haul Minimum Strategic Footprint Vehicle Requirements

The minimum strategic footprint vehicle mix was scaled to a notional MAGTF equivalent. This was accomplished by tripling the vehicular requirements established above. This is an approximation that will overstate the requirement because the SWA Halt MEB has a full tank battalion, 5 batteries of artillery, 2 AAV companies, and 3 LAR companies. Table R-2 presents the scaled vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The requirement for LVSRs and MTVRs with 20' bed was set at the maximum requirement at day ten. The MTRV with 14' bed requirement was set at 7 by subtracting 19 from the maximum MTRV (14' and 20' bed) requirement of 26 on day ten. The MFTR requirement was set at two, which corresponds to day ten.

Requirement	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	9	7	19	2	6
Scaled (MEF) requirement	27	21	57	6	18
Availability adjusted requirement	30	24	64	6	20

Table R-2. SWA Halt Line Haul Minimum Strategic Footprint Scaled Vehicle Requirements

SWA Halt Line Haul Minimum Cost Alternative. Table R-3 below presents the vehicle requirements for the minimum cost alternative for the SWA Halt scenario. The table provides the information necessary to establish the minimum cost vehicle mix for the SWA Halt scenario. The vehicle mix was selected as follows:

- LVSR (MK48 and MK18A1). Day 10 established the maximum number of LVSRs at 9.
- MTRV 20' bed. Day 10 established the maximum number of MTVRs with 20' bed at 21 vehicles.
- MTRV 14' bed. Day 10 established the maximum number of MTVRs with 14' bed at 9 vehicles. The movement of ISO containers primarily drives this requirement.
- MFTR. The maximum requirement for the MFTR is four and occurs on days 14, 17, and 18. Three trailers are sufficient to meet the most demanding requirement at day 10.
- M931 tractor and M970 5,000-gallon tanker. The maximum requirement is 6 of each. This maximum requirement occurs during the movement of the CSSA to prevent it from being overrun by the enemy.

Day	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
1	4	0	7	0	0
2	4	0	7	0	0
3	5	1	9	0	1
4	6	1	9	0	1
5	8	5	12	2	1
6	8	5	12	2	1
7	8	5	12	2	1
8	8	7	16	2	4
9	8	8	16	2	3
10	9	9	19	3	3
11	8	9	14	3	3
12	7	9	10	3	3
13	7	9	14	3	6*
14	7	9	10	4	6
15	7	9	7	3	1
16	7	8	7	3	1
17	7	9	8	4	1
18	7	9	8	4	1

* The requirement to move fuel from the CSSA to the vicinity of the FCSSA to prevent it from being captured by the enemy required 8 M931/M970 vehicle/trailer combinations. The requirement for movement was adjusted to reflect 2 days of movement allowed by the scenario.

Table R-3. SWA Halt Line Haul Minimum Cost Vehicle Requirements

The minimum cost vehicle mix was scaled to a notional MAGTF equivalent. This was accomplished by tripling the vehicular requirements established above. This is an approximation that will overstate the requirement because the SWA Halt MEB has a full tank battalion, 5 batteries of artillery, 2 AAV companies, and 3 LAR companies. Table R-4 presents the scaled vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The vehicle requirements correspond to the maximum requirements at day ten except for the M970, which corresponds to days 13 and 14.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	9	9	19	3	6
Scaled (MEF) requirement	27	27	57	9	18
Availability adjusted requirement	30	31	64	9	20

Table R-4. SWA Halt Line Haul Minimum Cost Scaled Vehicle Requirements

4.2. SWA Extended Line Haul Vehicle Requirements. The line haul model for SWA Extended was adjusted as follows:

- The wing through the rotary-wing airfield resupplies the three FARPs. The total daily lift requirement is estimated to be 150 short tons per day.
- The ACE's total capacity to support the MAGTF with lift is estimated at 878 short tons per day. Subtracting the FARP support leaves 728 tons of lift that can be allocated for other

support of the MAGTF. We have allocated approximately half of this lift capacity to moving supplies from the CSSA to the regimental task force at Objective B or MCSSD-2, which supports this regimental force. This daily lift requirement ranges from 345 short tons to 489 short tons per day. This capability could be spread over all three regimental task forces; however, the allocation to this task force facilitated the estimation procedure. This adjustment relieves the CSSA of the requirement to deliver supplies to MCSSD-2.

- There is no requirement to deliver water, aviation fuel, or diesel fuel to the airfields.
- The CSSA delivers all supplies to MCSSD-1 and MCSSD-3.

SWA Extended Line Haul Minimum Strategic Footprint Alternative. Table R-5 below presents the vehicle requirements for the minimum strategic footprint alternative for the SWA Extended scenario. The table provides the information necessary to establish the minimum strategic footprint vehicle mix for the SWA Extended scenario. The vehicle mix was selected as follows:

- LVSr (MK48 and MK18A1). Day 15 established the maximum number of LVSrs at 25.
- MTr 14' bed. Days 20 through 23 establish the maximum number of MTrs with 14' bed at 71. However, on these days only 20 LVSrs are required and the load for 5 of the MTrs can be handled by the available 5 LVSrs thereby reducing the MTr requirement to 66 vehicles.
- MTr 20' bed. Days 18 through 23 establish the maximum number of MTrs with 20' bed at 48.
- MFTr. The maximum requirement for the MFTr is eight.
- M931 tractor and M970 5,000-gallon tanker. The maximum requirement is 20 of each.

Day	LVSr	MTr 14'	MTr 20'	MFTr	M970
1	20	25	18	4	3
2	20	21	17	4	2
3	20	21	17	4	3
4	20	21	17	4	3
5	20	24	19	4	3
6	20	22	17	4	3
7	20	24	19	4	3
8	20	22	17	4	3
9	20	24	19	4	3
10	20	23	18	4	3
11	20	24	19	4	3
12	20	22	17	4	3
13	20	27	18	4	3
14	20	29	18	4	3
15	23	44	34	4	11
16	16	38	26	4	8

Day	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
17	10	49	27	6	8
18	15	57	45	4	20
19	15	58	45	4	20
20	15	60	45	4	20
21	15	60	45	4	20
22	15	60	45	4	20
23	15	60	45	4	20
24	15	48	45	4	20
25	13	34	36	2	18
26	12	20	27	0	14
27	10	9	19	0	8
28	9	2	14	0	2
29	7	1	8	0	1

Table R-5. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

The minimum strategic footprint vehicle mix is representative of the notional MAGTF used in this study effort. Table R-6 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The LVSr requirement was set at 23 based on the requirement for day 15. The MTVR with 20' bed and M970 requirement was set at 45 and 20, respectively, based upon the requirements for these vehicles on days 18 through 24. The MTVR with 14' bed was set at 52 by taking the maximum requirement of 60 and subtracting the overcapacity of LVSrs (23 minus 15 required on days 21 through 23). The MFTR requirement was set at 4.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	23	63	45	4	20
Availability adjusted requirement	26	71 (76)	51	4	23*

* The fleet is authorized only 20 5,000-gallon tankers. These tankers can be replaced by either 5 LVSrs or 5 MTVRs with 14' bed. Because this is a minimum strategic footprint alternative, 5 additional MTVRs with 14' bed have been added as indicated by the () in the table above.

Table R-6. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

SWA Extended Line Haul Minimum Cost Alternative. Table R-7 below presents the vehicle requirements for the minimum cost alternative for the SWA Extended scenario. The table provides the information necessary to establish the minimum cost vehicle mix for the SWA Extended scenario. The vehicle mix was selected as follows:

- LVSr (MK48 and MK18A1). Day 15 established the maximum number of LVSrs at 25.
- MTVR 14' bed. Days 19 through 24 establish the maximum number of MTVRs with 14' bed at 73. However, on these days only 20 LVSrs are required and the load for 5 of the MTVRs can be handled by the remaining 5 LVSrs thereby reducing the MTVR requirement to 68 vehicles.

- MTVR 20' bed. Days 18 through 24 establish the maximum number of MTVRs with 20' bed at 49.
- MFTR. The maximum requirement for the MFTR is 17.
- M931 tractor and M970 5,000-gallon tanker. The maximum requirement is 20 of each.

Day	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
1	20	25	19	7	3
2	20	21	18	7	2
3	20	21	18	7	3
4	20	21	18	7	3
5	20	24	20	9	3
6	20	22	18	7	3
7	20	24	20	9	3
8	20	22	18	7	3
9	20	24	20	9	3
10	20	23	19	8	3
11	20	24	20	9	3
12	20	22	18	7	3
13	20	27	19	8	3
14	20	28	19	8	3
15	23	43	34	10	11
16	16	38	26	7	8
17	10	49	27	10	8
18	15	54	46	7	20
19	15	55	46	7	20
20	15	56	46	7	20
21	15	56	46	7	20
22	15	56	46	7	20
23	15	56	46	7	20
24	15	47	46	7	20
25	13	34	37	4	18
26	12	20	28	1	14
27	10	9	19	0	8
28	8	2	13	0	2
29	7	1	8	0	1

Table R-7. SWA Extended Line Haul Minimum Cost Vehicle Requirements

The minimum cost vehicle mix is representative of the notional MAGTF used in this study effort. Table R-8 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The LVSr requirement was set at 23 based on the requirement for day 15. The MTVR with 20' bed and M970 requirement was set at 46 and 20, respectively, based upon the requirements for these vehicles on days 18 through 24. The MTVR with 14' bed was set at 48 by taking the maximum requirement of 56 and subtracting the overcapacity of LVSrs (23 minus 15 required on days 21 through 23). The MFTR requirement was set at 7.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	23	48	46	7	20
Availability adjusted requirement	26	48 (53)	52	7	23*

* The fleet is authorized only 20 5,000-gallon tankers. These tankers can be replaced by either 5 LVSrs or 5 MTVRs with 14' bed. Because this is a minimum cost alternative, 5 additional MTVRs with 14' bed have been added as indicated by the () in the table above.

Table R-8. SWA Extended Line Haul Minimum Cost Vehicle Requirements

4.3. NEA Line Haul Vehicle Requirements. The line haul model for NEA was adjusted as follows:

- The wing through the ship-based rotary-wing aircraft resupplies the two FARPs. The total daily lift requirement is estimated to be 100 short tons per day.
- The ACE's total capacity to support the MAGTF with lift is estimated at 878 short tons per day. Subtracting the FARP support leaves 728 tons of lift that can be allocated for other support of the MAGTF. We have allocated this lift of supplies ashore to the FCSSA supporting Objectives A and B and the CSSA supporting Objective C. The lift requirement, less buildup of the FCSSA and CSSA, ranges between 566 short tons and 955 tons from day three to the end of the scenario on day 18. Vertical lift is not available to meet the resupply requirement on days one and two, during which forces are inserted into their objective areas. On days one and two resupply will be accomplished over the beach. In addition, the buildup of supplies at the FCSSA and CSSA from day two to day six will require over-the-beach delivery.
- Water production can be accomplished using ROWPUs in the vicinity of each unit.
- There is no requirement to deliver water, aviation fuel, or diesel fuel to the fixed-wing airfields. The fixed-wing airfield is near a port. Resupply of aviation ordnance, ground-weapon ammunition, rations, and other supplies will be accomplished through the port facility.
- The CSSA delivers all supplies to MCSSD-3. The FCSSA delivers all supplies to MCCSD-1 and MCSSD-2.

NEA Line Haul Minimum Strategic Footprint Alternative. Table R-9 below presents the vehicle requirements for the minimum strategic footprint alternative for the NEA scenario. The table provides the information necessary to establish the minimum strategic footprint vehicle mix for the NEA scenario. The vehicle mix was selected as follows:

- LVSr (MK48 and MK18A1). The line haul requirement in this scenario can be accomplished without the use of the LVSr.

- MTRV 14' bed. Days 3 through 5 establish the maximum number of MTRVs with 14' bed at 38.
- MTRV 20' bed. Days 3 through 6 establish the maximum number of MTRVs with 20' bed at 10.
- MFTR. The maximum requirement for the MFTR is 15.
- M931 tractor and M970 5,000-gallon tanker. No tankers were used in this scenario.

Day	LVSF	MTRV 14'	MTRV 20'	MFTR	M970
1	0	4	4	4	0
2	0	28	9	13	0
3	0	38	10	14	0
4	0	38	10	15	0
5	0	38	10	14	0
6	0	33	10	14	0
7	0	19	7	11	0
8	0	19	7	11	0
9	0	19	7	11	0
10	0	18	6	10	0
11	0	19	7	11	0
12	0	16	7	11	0
13	0	23	8	12	0
14	0	25	8	12	0
15	0	29	8	12	0
16	0	29	8	12	0
17	0	23	8	12	0
18	0	9	6	10	0

Table R-9. NEA Line Haul Minimum Strategic Footprint Vehicle Requirements

The minimum strategic footprint vehicle mix is representative of the notional MAGTF used in this study effort. Table R-10 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The vehicle requirements are based upon the requirements at day four.

Requirement	LVSF	MTRV 14'	MTRV 20'	MFTR	M970
Base requirement	0	38	10	15	0
Availability adjusted requirement	0	43	11	17	0

Table R-10. NEA Line Haul Minimum Strategic Footprint Vehicle Requirements

NEA Line Haul Minimum Cost Alternative. Table R-11 below presents the vehicle requirements for the minimum cost alternative for the NEA scenario. The table provides the information necessary to establish the minimum cost vehicle mix for the NEA scenario. The vehicle mix was selected as follows:

- LVSR (MK48 and MK18A1). The line haul requirement in this scenario can be accomplished without the use of the LVSR.
- MTRV 14' bed. Days 3 through 5 establish the maximum number of MTRVs with 14' bed at 39.
- MTRV 20' bed. Days 2 through 6 establish the maximum number of MTRVs with 20' bed at 8.
- MFTR. The maximum requirement for the MFTR is 22.
- M931 tractor and M970 5,000-gallon tanker. No tankers were used in this scenario.

Day	LVSR	MTRV 14'	MTRV 20'	MFTR	M970
1	0	3	4	4	0
2	0	26	8	12	0
3	0	37	8	22	0
4	0	37	8	22	0
5	0	37	8	22	0
6	0	30	8	15	0
7	0	22	6	12	0
8	0	22	6	12	0
9	0	22	6	12	0
10	0	22	6	12	0
11	0	22	6	12	0
12	0	20	6	12	0
13	0	26	6	12	0
14	0	30	6	12	0
15	0	32	6	18	0
16	0	32	6	18	0
17	0	26	6	12	0
18	0	15	6	8	0

Table R-11. NEA Line Haul Minimum Cost Vehicle Requirements

The minimum cost vehicle mix is representative of the notional MAGTF used in this study effort. Table R-12 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The vehicle requirements are based upon day four.

Requirement	LVSR	MTRV 14'	MTRV 20'	MFTR	M970
Base requirement	0	37	8	22	0
Availability adjusted requirement	0	42	9	24	0

Table R-12. NEA Line Haul Minimum Cost Vehicle Requirements

4.4. NEA Extended Line Haul Vehicle Requirements. The line haul model for NEA Extended was adjusted as follows:

- The ACE's total capacity to support the MAGTF with lift is estimated at 878 short tons per day. Subtracting the FARP support leaves 728 tons of lift that can be allocated for other support of the MAGTF.
- The wing through the ship- and airfield-based rotary-wing aircraft resupplies the three FARPs. The total daily lift requirement is estimated to be 150 short tons per day.
- In addition to the supplies identified in the sustainment calculations, the rotary-wing airfield units require 106,000 gallons (359 short tons) of aviation fuel and approximately 100,000 pounds of aviation ordnance each day. This additional requirement can be accommodated by the unit's vertical lift capability.
- Vertical lift will be the primary means for resupply of the forces at Objective A. This resupply requirement varies between 102 and 187 short tons per day.
- The rotary-wing lift capability will be fully consumed through its support of the airfield, FARPs, and Objective A. All remaining supplies will come over the beach.
- Water production can be accomplished using ROWPUs in the vicinity of each unit.
- There is no requirement to deliver water, aviation fuel, or diesel fuel to the fixed-wing airfields. The fixed-wing airfield is near a port. Resupply of aviation ordnance, ground-weapon ammunition, rations, and other supplies will be accomplished through the port facility.
- The FCSSA supports MCSSD-3. The CSSA supports MCCSD-1 and MCSSD-2.
- The CSSA and the units at Objective C move by air to Objective A in the NEA Extended scenario. This move requires all the vertical lift available. Simultaneously, the CSSA is redeployed by ship to the vicinity of the FCSSA and then moves to its new location. This movement and the additional supplies at the FCSSA account for the spike in lift requirements early in the scenario.

NEA Extended Line Haul Minimum Strategic Footprint Alternative. Table R-13 below presents the vehicle requirements for the minimum strategic footprint alternative for the NEA Extended scenario. The table provides the information necessary to establish the minimum strategic footprint vehicle mix for the NEA Extended scenario. The vehicle mix was selected as follows:

- LVSR (MK48 and MK18A1). The line haul requirement in this scenario can be accomplished without the use of the LVSR.
- MTRV 14' bed. Days 3 and 5 establish the maximum number of MTRVs with 14' bed at 66.

- MTRV 20' bed. Days 1 through 5 establish the maximum number of MTRVs with 20' bed at 17.
- MFTR. The maximum requirement for the MFTR is 27.
- M931 tractor and M970 5,000-gallon tanker. No tankers were used in this scenario.

Day	LVSF	MTRV 14'	MTRV 20'	MFTR	M970
1	0	63	17	17	0
2	0	57	17	17	0
3	0	68	17	17	0
4	0	66	17	17	0
5	0	68	17	17	0
6	0	42	13	13	0
7	0	40	13	13	0
8	0	40	13	13	0
9	0	42	13	13	0
10	0	41	13	13	0
11	0	41	13	13	0
12	0	40	13	13	0
13	0	40	13	13	0
14	0	39	13	13	0
15	0	41	13	13	0
16	0	42	13	13	0
17	0	42	13	13	0
18	0	45	13	13	0
19	0	45	13	13	0
20	0	37	13	13	0
21	0	37	13	13	0
22	0	37	13	13	0
23	0	43	13	13	0
24	0	43	13	13	0
25	0	43	13	13	0
26	0	36	13	13	0
27	0	36	13	13	0
28	0	35	13	13	0
29	0	33	13	13	0
30	0	14	6	6	0
31	0	14	6	6	0
32	0	9	4	4	0

Table R-13. NEA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

The minimum strategic footprint vehicle mix is representative of the notional MAGTF used in this study effort. Table R-14 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The vehicle requirements are based upon days three and seven.

Requirement	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	0	68	17	17	0
Availability adjusted requirement	0	76	19	17	0

Table R-14. NEA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

NEA Extended Line Haul Minimum Cost Alternative. Table R-15 below presents the vehicle requirements for the minimum cost alternative for the NEA Extended scenario. The table provides the information necessary to establish the minimum cost vehicle mix for the NEA Extended scenario. The vehicle mix was selected as follows:

- LVS (MK48 and MK18A1). The line haul requirement in this scenario can be accomplished without the use of the LVS.
- MTVR 14' bed. Days 3 and 5 establish the maximum number of MTVRs with 14' bed at 68.
- MTVR 20' bed. Days 1 through 5 establish the maximum number of MTVRs with 20' bed at 17.
- MFTR. The maximum requirement for the MFTR is 17.
- M931 tractor and M970 5,000-gallon tanker. No tankers were used in this scenario.

Day	LVS	MTVR 14'	MTVR 20'	MFTR	M970
1	0	62	17	22	0
2	0	56	17	21	0
3	0	66	17	27	0
4	0	64	17	23	0
5	0	66	17	27	0
6	0	41	13	21	0
7	0	39	13	19	0
8	0	39	13	19	0
9	0	41	13	21	0
10	0	41	13	21	0
11	0	41	13	21	0
12	0	39	13	19	0
13	0	39	13	19	0
14	0	38	13	18	0
15	0	41	13	21	0
16	0	41	13	21	0
17	0	41	13	21	0
18	0	45	13	21	0
19	0	45	13	21	0
20	0	36	13	18	0
21	0	36	13	18	0
22	0	36	13	18	0
23	0	42	13	18	0
24	0	42	13	18	0

Day	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
25	0	42	13	18	0
26	0	36	13	18	0
27	0	36	13	18	0
28	0	35	13	14	0
29	0	33	13	14	0
30	0	14	6	7	0
31	0	14	6	7	0
32	0	9	4	5	0

Table R-15. NEA Extended Line Haul Minimum Cost Vehicle Requirements

The minimum cost vehicle mix is representative of the notional MAGTF used in this study effort. Table R-16 presents the vehicle requirement and the appropriate adjustment to accommodate the anticipated operational availability of the vehicles. The vehicle requirements are based upon days three and five.

Requirement	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Base requirement	0	66	17	27	0
Availability adjusted requirement	0	74	19	27	0

Table R-16. NEA Extended Line Haul Minimum Cost Vehicle Requirements

5. Combined Line Haul and MCSSD Requirements. In this section, the line haul requirements for each scenario, both minimum strategic footprint and minimum cost, are combined with the MCSSD requirement. The MCSSD requirement is extracted from Appendix K, Mobile Combat Service Support Detachment (MCSSD) Analysis. The MCSSD requirements have also been adjusted by the planned operational factors to be compatible with the line haul requirements developed in section 4 above.

5.1. SWA Halt Scenario. Tables R-17 and R-18 below present the combined requirement for line haul and MCSSDs for the minimum cost and minimum strategic footprint alternatives. The scaling of the MCSSD requirement to the notional MEF accounted for the SWA Halt MEB having a full tank battalion, five batteries of artillery, two AAV companies, and three LAR companies. The notional MEF has one tank battalion, 12 artillery batteries, four AAV (AAAV) companies, and four LAV companies. The scaling also accounted for increased personnel for those categories of supply for which the planning factor is tied to the number of personnel.

Component	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	30	24	64	6	20
MCSSD	172	0	18	16	0
Total:	202	24	82	22	20

Table R-17. SWA Halt Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	30	31	64	9	20
MCSSD	0	268	18	254	0
Total:	30	299	82	263	20

Table R-18. SWA Halt Minimum Cost Combined Line Haul and MCSSD Requirements

5.2. SWA Extended Scenario. Tables R-19 and R-20 below present the combined requirement for line haul and MCSSDs for the minimum cost and minimum strategic footprint alternatives.

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	26	76	51	4	20
MCSSD	170	0	17	15	0
Total:	196	76	68	19	20

Table R-19. SWA Extended Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	26	53	52	7	20
MCSSD	0	266	17	251	0
Total:	26	319	69	258	20

Table R-20. SWA Extended Minimum Cost Combined Line Haul and MCSSD Requirements

5.3. NEA Scenario. Tables R-21 and R-22 below present the combined requirement for line haul and MCSSDs for the minimum cost and minimum strategic footprint alternatives.

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	43	11	17	0
MCSSD	137	0	17	15	0
Total:	137	43	28	32	0

Table R-21. NEA Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	44	9	24	0
MCSSD	0	202	17	194	0
Total:	0	246	26	218	0

Table R-22. NEA Minimum Cost Combined Line Haul and MCSSD Requirements

5.4. NEA Extended Scenario. Tables R-23 and R-24 below present the combined requirement for line haul and MCSSDs for the minimum cost and minimum strategic footprint alternatives.

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	76	19	17	0
MCSSD	132	0	17	15	0
Total:	132	76	36	32	0

Table R-23. NEA Extended Minimum Strategic Footprint Combined Line Haul and MCSSD Requirements

Component	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul	0	74	19	27	0
MCSSD	0	193	17	186	0
Total:	0	267	36	213	0

Table R-24. NEA Extended Minimum Cost Combined Line Haul and MCSSD Requirements

6. 2007 Baseline Review. The study team reviewed the 2007 baseline to assure that each of the alternatives has sufficient MTRV prime movers to tow those trailers that must be towed by the MTRV. The baseline trailer authorizations requiring tow by the MTRV are presented in Table R-25. It should be noted that the MFTRs are included in the alternatives developed above.

Unit	M149 Water	M353
Direct Support Company, TSB (2 Companies)	16 (32)	0
General Support Company, TSB	4	0
Total:	36	0

Table R-25. 2007 Baseline Trailers Requiring MTRV as Prime Mover

A review of Tables R-17 through R-24 reveals that each alternative has sufficient prime movers to tow the M149 water trailers.

7. Identify Best Minimum Cost and Minimum Strategic Footprint Alternatives. The study team reviewed Tables R-17 through R-24 and selected the alternative that best meets the requirements of all scenarios. In selecting the best alternative, the study team made the following observations:

- The SWA Halt and SWA Extended minimum strategic footprint alternatives require more vehicles by type than the NEA and NEA Extended scenarios. Therefore, the NEA scenarios are eliminated from consideration as the best alternative.
- The SWA Halt and SWA Extended minimum cost alternatives require more vehicles by type than the NEA and NEA Extended scenarios. Therefore, the NEA scenarios are eliminated from consideration as the best alternative.

- The SWA Halt and SWA Extended minimum cost and minimum strategic footprint vehicle requirements are very similar. The SWA Halt has a requirement for more MTVRs with 20' bed than the SWA Extended. This is a result of the need to displace the CSSA during the scenario. The SWA Extended has a greater requirement for MTVRs with 14' bed. This is primarily due to the need to transport water, fuel, and ammunition over greater distances. Because the MTRV with 20' bed can meet the transportation needs for water, fuel, and ammunition, a one-for-one substitution can be made to accommodate the requirements of both scenarios.

Based on the above discussion and observations, the following best alternatives for minimum strategic footprint and minimum cost have been developed.

Alternative	LVSF	MTVR 14'	MTVR 20'	MFTR	M970
Minimum Footprint	202	38	82	22	20
Minimum Cost	30	306	82	260	20

Table R-26. Best Minimum Cost and Minimum Strategic Footprint Alternatives

The study team reviewed the 2007 baseline and used it as a guide in the allocation of the vehicles and trailers in the alternatives to the direct support and general support companies of the TSB. The proposed allocation for the minimum cost and minimum strategic footprint alternatives is presented in Tables R-27 and R-28 below.

Unit	LVSF	MTVR 14'	MTVR 20'	MFTR	M970
General Support	42	24	64	6	20
Direct Support	80 (160)	7 (14)	9 (18)	8 (16)	0

Table R-27. Minimum Strategic Footprint Best Alternative Vehicle Allocation by T/E

Unit	LVSF	MTVR 14'	MTVR 20'	MFTR	M970
General Support	30	40	64	10	20
Direct Support	0	133 (266)	9 (18)	125 (250)	0

Table R-28. Minimum Cost Best Alternative Vehicle Allocation by T/E

8. Baseline and Alternative Summaries. This section presents summary information for the baseline, the minimum cost alternative, and the minimum strategic footprint alternative. Table R-29 presents the notional MEF baseline LCCE, vehicle distribution, and associated strategic footprint. Table R-30 presents the Marine Corps baseline LCCE and acquisition objective. Table R-31 presents the notional MEF minimum cost alternative LCCE, vehicle distribution, and associated strategic footprint. Table R-32 presents the Marine Corps minimum cost alternative LCCE and acquisition objective. Table R-33 presents the notional MEF minimum strategic footprint alternative LCCE, vehicle distribution, and associated strategic footprint. Table R-34 presents the Marine Corps minimum strategic footprint alternative LCCE and acquisition objective.

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,088	1,298	444	658	4,831
Strategic Footprint (SQ FT)			27,869	245,036	275,226	95,183	114,940	758,252
RDT&E			0	0	0	0	0	0
PMC			38,979	129,612	226,990	39,220	142,398	577,199
O&MMC			150,650	282,124	314,236	13,239	196,765	957,014
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	411,736	541,226	52,459	339,163	1,534,214
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	1,015	152	83	48	322	266	52	18

Table R-29. LCCE Notional MEF TWV (Baseline) (FY01 \$000)

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,647	725	275	5,058
Strategic Footprint (SQ FT)			27,869	242,688	383,374	155,422	45,639	854,992
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	291,235	64,041	58,327	580,953
O&MMC			150,650	279,422	398,726	21,618	79,803	930,219
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	689,962	85,659	138,129	1,511,172
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	679	837	83	48	130	75	52	18

Table R-30. LCCE Notional MEF TWV (Minimum Cost) (FY01 \$000)

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,340	487	698	4,936
Strategic Footprint (SQ FT)			27,869	242,688	315,664	104,401	122,180	812,801
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	240,357	43,018	151,196	601,921
O&MMC			150,650	279,422	324,404	14,521	208,971	977,968
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	564,761	57,539	360,167	1,579,889
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	411	798	83	48	342	286	52	18

Table R-31. LCCE Notional MEF TWV (Minimum Strategic Footprint) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,714	7,001	2,176	3,120	27,708
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	789,220	1,238,973	192,212	674,302	3,226,297
O&MMC			150,650	985,813	1,019,936	40,672	594,105	2,791,175
O&MMCR			36,046	82,333	69,809	3,743	49,522	241,452
TOTAL TWV COSTS			530,499	1,858,634	2,351,965	247,458	1,335,439	6,323,995
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	5,313	854	502	332	1,528	1,230	270	92

Table R-32. LCCE for Acquisition Objective TWV (Baseline) (FY01 \$000)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000		ITV	HMMWV	MTVR	MFTR	LVSr	TWV	
		Total	Total	Total	Total	Total	Total	
Acquisition Objective		2,697	12,632	8,692	3,471	1,518	29,010	
RDT&E		12,211	1,269	23,248	10,832	17,510	65,070	
PMC		331,592	784,129	1,550,299	306,602	322,411	3,295,033	
O&MMC		150,650	977,436	1,281,637	65,957	269,159	2,744,839	
O&MMCR		36,046	81,703	81,171	5,439	27,805	232,163	
TOTAL TWV COSTS		530,499	1,844,537	2,936,356	388,829	636,884	6,337,105	
Vehicle Model Breakout	MTVRs				LVSr			
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	3,681	4,177	502	332	715	441	270	92

Table R-33. LCCE for Acquisition Objective TWV (Minimum Cost) (FY01 \$000)

Summary of Marine Corps TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,278	2,263	3,225	28,095
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,315,767	199,897	697,424	3,328,809
O&MMC			150,650	977,436	1,053,828	43,146	607,344	2,832,405
O&MMCR			36,046	81,703	71,777	3,881	51,109	244,516
TOTAL TWV COSTS			530,499	1,844,537	2,464,621	257,756	1,373,387	6,470,800
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,466	3,978	502	332	1,581	1,282	270	92

**Table R-34. LCCE for Acquisition Objective TWV (Minimum Strategic Footprint)
(FY01 \$000)**

APPENDIX S

COST AND ACQUISITION OBJECTIVES

1. Overview. The objective of this effort is to estimate and document the life-cycle cost of alternative TWV fleet mixes for the Marine Corps. To achieve this objective a five-step approach was undertaken: definition and planning, data collection, estimate formation, review and presentation, and documentation. Definition and planning activities included developing system descriptions sufficient for cost estimation, establishing the ground rules and assumptions, selecting an estimating approach, and identifying resources. Data collection included defining the type and source of cost data required, contacting data sources, reviewing cost data for completeness, and identifying the need for follow-on data collection. Estimate formation included the selection of an appropriate cost estimation model that provided the necessary depth and flexibility relative to the demands of the study and limitations of the received data. Review of developed cost estimates was conducted by the study group to ensure that each life-cycle cost estimate (LCCE) was complete, reasonable, realistic, appropriately documented, and tailored to the requirements of the study. Based upon the review, cost estimates and documentation were revised as necessary. Documentation was finalized in printed appendices for each TWV fleet with digital files attached for delivery to the client.

2. Definitions and Planning

2.1. System Definition. There are five systems that comprise the focus of this study as it concerns cost: (1) the ITV, (2) the HMMWV(A2), (3) the MTRV, (4) the LVS, and (5) the MFTR. For the purposes of this study it is assumed that all five systems will be fielded and operational in the FY07 timeframe. The LVS, which was modeled and costed within this estimate, represents alternative 4 of the *Analysis of Alternatives (AOA) for the USMC LVS*, draft March 2001.

With the exception of the MFTR, each of these systems is comprised of multiple model variants that can be categorized as either general-purpose (GP) cargo carrying vehicles or special-purpose (SP) vehicles. This study is focused on vehicles that affect a MEF's logistical lift. Therefore, those vehicles identified as SP will be held constant in terms of quantity and cost throughout the study. Only GP models will be subject to optimization trades and therefore represent the only variable in determining a TWV fleet's acquisition objective (AO) and life-cycle cost. Based on review of available contracts and interviews with vehicle vendors it was determined that learning curves or cost improvement curves are not applicable to any of the named vehicle fleets.

2.2. Ground Rules and Assumptions. This estimate addresses the costs associated with the development, procurement, fielding, and operations and support (O&S) of TWVs at the MEF level and at the Marine Corps level. The following are the key ground rules and assumptions.

- For the purposes of this study, the status of the following programs is assumed:
 - The ITV and HMMWV(A2) will provide the MAGTF's light tactical wheeled vehicle capability.

- The MTVR will provide the MAGTF's medium lift tactical wheeled vehicle capability.
- The MFTR will replace the M105 trailer within the medium lift fleet.
- The LVSR, as represented by alternative 4 of the AOA, will provide the MAGTF's heavy tactical wheeled vehicle capability.
- The service life of the subject vehicles is as follows:
 - The ITV will have a 15-year service life.
 - The HMMWV(A2) will have a 14-year service life.
 - The MTVR will have a 22-year service life.
 - The MFTR will have a 30-year service life.
 - The LVSR will have a 20-year service life.
- Government-provided LCCEs have been validated and approved for use in this study.
- End strength changes, and associated incremental personnel costs, are anticipated. Incremental costs of dedicated operators will be identified and estimated.
- The force structure programmed in the current POM for FY 2002-2007 will not radically change.
- Full operational capability (FOC) is assumed for all baseline vehicles in FY07.
- All program costs will be displayed in aggregate form in FY01 constant budget dollars.
- Only vehicles identified within the study as general purpose will be subject to changes in quantity and therefore subject to changes in cost. All special-purpose vehicles will be fixed in quantity and cost within each LCCE.
- Dollar values for each cost element (CE) have been rounded to the nearest hundred dollars. The estimate is documented by using a Microsoft Excel® spreadsheet formatted in accordance with MARCORSYSCOM's Cost Element Structure (CES).
- All inputs to this cost estimate have been adjusted to FY01 dollars, using escalation factors published by the Naval Center for Costs Analysis (NCCA), March 2000.

- Proportional scaling between the notional MEF equipment allowance file (EAF) and operational end items, reserve end items, Norway prepositioned war reserve, and maritime prepositioned force assets of a vehicle fleet was employed to maintain the proportions of the vehicle's original distribution. No changes to supporting establishment assets will be made, with the possible exception of schools.
- O&S costs will be equally apportioned between differing models of a vehicle fleet (e.g., an MTVR dump truck's rate of consumption and operational use will equal a MTVR cargo truck's rate).
- Operating costs are based on peacetime usage rates.
- Current vehicle operator end strength is considered a sunk cost to the Marine Corps for all four vehicle fleets. The incremental costs of additional dedicated operators over the baseline for the alternative fleet mixes will be identified, estimated, and validated in the estimate as a separate item.
- The planned baseline AO for GP TWVs subject to change in quantity across the alternative fleet mixes is depicted in Table S-1.

VEHICLE TYPE	GP TOTAL
ITV – Cargo	1608
M1123 HMMWV(A2)	7582
MTVR 14'	5313
MTVR 20'	854
MFTR	2176
Mk48 FPU	1528
Mk16 Fifth Wheel	270
Mk18A1 Ribbon Bridge/Container	1230

Note: Baseline extracted from Appendix J.

Table S-1. Baseline General-Purpose TWV

2.3. Estimating Approach. The study team employed a two-step approach for estimation: (1) the update and normalization of cost elements from government-provided LCCEs across the programs and (2) the creation by analogy of a LCCE for the MFTR program. Government-provided LCCEs were prepared in three different software programs (i.e., ACEIT®, SVLCCM, and CASA®) using two different CESs, and estimated in three different constant budget dollar years (i.e., FY95, FY96, and FY01). A Microsoft Excel® spreadsheet was used in lieu of any of the named software programs to achieve model normalization. A spreadsheet approach was preferred since it permitted the greatest flexibility in modeling and most easily supported “what if” cost excursions. Normalizing the different LCCEs required the selection of one unifying CES to sort costs according to a single set of cost element definitions (CED). The MARCORSYSCOM CES, as represented in

the SVLCCM, was selected and costs translated to it from the ACEIT and CASA models to normalize for cost content across the programs. The NCCA inflation indices were used to normalize for inflation across appropriation categories and programs. All LCCEs were indexed to FY01 constant budget dollars.

Updates to government-provided LCCEs were made where the study team identified shortcomings in the cost data and took steps to improve the estimates. Most of the updates focused on procurement costs and were sourced from contracts, logistical documents, and interviews with program officials and vendors.

The MFTR abbreviated LCCE was developed by analogy from the MTRV LCCE and was refined by conducting interviews with the Program Office and subject-matter experts. The draft abbreviated LCCE was delivered to the Program Office for comment and review. All recommended changes to costs were applied.

3. Methodology. Once the government-provided LCCEs were normalized and updated, the remaining steps required to model costs for alternative fleet mixes were threefold:

- (1) the development of cost factors from government-provided LCCEs to achieve scalable cost models for each program
- (2) the segregation of vehicle costs as GP (variable) and SP (fixed) within each cost model to capture the impact of quantity changes on total program costs
- (3) the establishment of a notional MEF and Marine Corps acquisition objectives for each program.

Scalability of program cost models was achieved by developing cost factors for each cost element as a function of end item quantity. Investment phase costs were considered a one-time event and a function of total quantity. O&S phase costs were considered as recurring costs and thus a function of both quantity and service life. O&S phase costs were further subdivided into O&MMC and O&MMCR appropriations with operational end item (OEI) quantity controlling the former and reserve end item (REI) quantity controlling the latter. Research, development, test, and evaluation (RDT&E) costs were considered fixed across all programs.

Segregation of vehicle quantities between SP and GP vehicles was necessary to establish that proportion of program costs that remained fixed throughout the TWV study. All SP vehicles (e.g., dump trucks; wreckers; ambulances; reconnaissance, surveillance, and target acquisition vehicles (RSTAV); and command and control vehicles) are considered a fixed cost because their distribution throughout the Marine Corps was determined on a basis other than their cargo/personnel lift capability. SP vehicle costs were calculated by multiplying the normalized cost factors against the SP vehicle totals for total end items, OEI, and REI. GP vehicle quantities were subject to change based on the results of the *TWV Lift Study* and thus represented the variable determinant of total program costs. As the quantity of GP vehicles was determined, as a function of either cost or strategic footprint, their quantities were loaded into their respective cost models and multiplied by the normalized cost factors. Program costs were calculated by summing the SP and GP cost for each CE and then summing all CEs to reach total program costs.

To serve the comparative purpose of the study, all LCCs were baselined using the acquisition objectives identified in Appendix J for the five TWV programs. To further the comparative analysis the LCCs were also baselined at the notional MEF level.

When the *TWV Lift Study* produced a notional MEF representing either minimized cost or minimized square feet, the requirement to convert this new vehicle profile to a new Marine Corps-wide AO had to be determined in order to estimate total program costs. Determination of USMC AO for a recommended fleet mix was accomplished by developing a notional MEF EAF spreadsheet for all GP vehicles and linking them to all like-unit T/Es within a USMC AO conversion spreadsheet. The USMC AO conversion spreadsheet displays the entire GP vehicle AO by T/E, allowance, FY07 multiple, and total vehicles rated. Changes to a T/E unit allowance within the notional MEF EAF resulted in a like change to all comparable T/Es in active, reserve, MPS, and NALMEB units in the USMC AO conversion spreadsheet. No changes were made to supporting establishment T/E allowances. Where unequal relationships existed between notional and conversion T/E allowances, proportional scaling was employed to maintain the original intent of the vehicle requirement. All allowances were then multiplied by the LMIS FY07 T/E multiples and the model type totals summed. The USMC AO conversion spreadsheet sorted the recommended AO into OEI and REI by model type to expedite entry to the comparative LCC. The USMC AO conversion spreadsheet is used to document the T/E distribution of recommended TWV fleet mixes.

4. Data Sources. The following data sources were used to build the TWV cost model:

- *Life Cycle Cost Estimate for the ITV*, March 2001, prepared by Sverdrup Technology/MKI Systems, Inc.
- *Summary Version Life Cycle Cost Model (SVLCCM) version 3.2 for the HMMWV(A2)*, 7 February 1997, prepared by MKI Systems, Inc.
- *Summary Version Life Cycle Cost Model (SVLCCM) version 3.2 for the MTVR*, 27 June 1995, prepared by MKI Systems, Inc.
- *User's Logistics Support Summary (ULSS) HMMWV(A2)*, ULSS001378-15, April 1999.
- *Analysis of Alternatives (AOA) for the USMC LVS*, Draft Final Report MCOO4T2, March 2001, prepared by Logistics Management Institute (LMI).
- *Logistics Vehicle System Sustainment Alternatives Analysis*, 18 December 2000, prepared by Sverdrup Technology/MKI Systems, Inc.
- *Inflation Indices and Outlay Profile Factors*, March 2000, prepared by NCCA.

5. Cost Function for Line-Haul Optimization. The line-haul optimization portion of the study compared the tactical wheeled vehicle mixes composed of MTVRs, MTVRs with MFTRs, and LVSs (alternative 4) consisting of a Mk48 FPU, Mk16 fifth wheel, and Mk18A1 RBU. The Mk48 FPU and Mk16 fifth wheel will be combined as a unit anytime that the LVS is tasked with hauling

a M870 lowboy semi-trailer. Within the optimization model, the M931 5-ton tractor truck will be considered the dedicated prime mover for the M970 refueler semi-trailer. Since both semi-trailers and tractor trucks are assets already owned by the Marine Corps, no cost for their use will be established within the optimization model. The six cost inputs to the line-haul equation are depicted in Table S-2. The cost formula for input is as follows:

$$(\text{Major End Item} + \text{Operations and Support Costs}) / \text{Planned Service Life}$$

Annualized Vehicle Cost FY01\$ x 1,000						
	MTVR 14	MTVR 20	MFTR	Mk48 FPU	Mk16 5th Wh	Mk18A1 RBU
Svc Life	22	22	30	20	20	20
MEI Procure	6.591	7.045	2.667	10.250	4.250	7.200
O&S Cost	11.004	11.004	0.994	22.583	8.648	12.121
Total	17.595	18.050	3.661	32.833	12.898	19.321

Table S-2. Line-Haul Vehicle Cost Input

Major end item (MEI) procurement costs were preferred over system production/procurement costs because they reflected strictly vehicle contract prices or estimates of market prices and did not include peculiar program costs unequally shared across the programs (i.e., Other Direct Systems Cost, First Destination Transportation, or Government Furnished Equipment). Selecting all of O&S phase costs captured a full measure of each vehicle's material consumption, maintenance demands, and indirect-support costs for its planned service life. Dividing the sum of MEI and O&S by the vehicle's planned service life equalized costs between the disparate service lives.

The application of cost improvement curves to the line-haul vehicles was attempted using the Unit Learning Curve Theory. In an attempt to develop sufficient data to model an accurate curve for each vehicle, it was determined that neither vehicle fleet's pricing was sensitive to quantity increases or decreases within the relevant range. The MTVR Project Officer, Major Lee Morton, stated that the MTVR Contract had no provisions for price breaks. The Director of Defense Business for OSHKOSH Truck Corporation, Mr. Daniel N. Binder, noted that after order quantities of 31 units were reached the additional savings available for greater quantities of the Mk48 FPU or any of the RBUs of the LVSF ran on a 99-percent learning curve. Due to the lack of price sensitivity within the relative range of quantity, cost improvement curves were not applied to the cost function for the line-haul optimization portion of the *TWV Lift Study*. To account for the price breaks available for the LVSF pricing a VLOOKUP table representing the quoted price breaks was included in the cost model to accurately estimate the unit costs of the FPU and RBU.

6. Cost for Notional MEF. To further the comparative analysis of alternative fleet mixes the three LCCEs, the baseline, minimized cost, and minimized square foot fleets, have been apportioned at the notional MEF level as well as the total program level. The notional MEF represents a division-sized MAGTF that was built to mirror II MEF's structure. To measure the life-cycle costs of the notional MEF alternative fleet mixes, the cost model was modified to capture the fixed number of SP vehicles and variable GP vehicles belonging to the MEF and multiplying them against the normalized cost factors. Since the notional MEF is comprised of only OEIs, no costs were calculated for O&MMCR. Since RDT&E is strictly a function of program management, it was not included within the MEF TWV fleet LCCE. The notional MEF's three LCCEs are as follows.

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,088	1,298	444	658	4,831
Strategic Footprint (sq ft)			27,869	245,036	275,226	95,183	114,940	758,252
RDT&E			0	0	0	0	0	0
PMC			38,979	129,612	226,990	39,220	142,398	577,199
O&MMC			150,650	282,124	314,236	13,239	196,765	957,014
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	411,736	541,226	52,459	339,163	1,534,214
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	1,015	152	83	48	322	266	52	18

Table S-3. Baseline MEF TWV Fleet Mix LCCE

Summary of MEF TWV LCCEs			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
FY01\$ x 1,000			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,647	725	275	5,058
Strategic Footprint (sq ft)			27,869	242,688	383,374	155,422	45,639	854,992
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	291,235	64,041	58,327	580,953
O&MMC			150,650	279,422	398,726	21,618	79,803	930,219
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	689,962	85,659	138,129	1,511,172
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	679	837	83	48	130	75	52	18

Table S-4. Minimum Cost MEF TWV Fleet Mix LCCE

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,340	487	698	4,936
Strategic Footprint (sq ft)			27,869	242,688	315,664	104,401	122,180	812,801
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	240,357	43,018	151,196	601,921
O&MMC			150,650	279,422	324,404	14,521	208,971	977,968
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	564,761	57,539	360,167	1,579,889
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	411	798	83	48	342	286	52	18

Table S-5. Minimum Strategic Footprint MEF TWV Fleet Mix LCCE

7. Cost for Marine Corps Ownership. The total program LCCEs for the 3 LCCEs are as follows.

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,714	7,001	2,176	3,120	27,708
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	789,220	1,238,973	192,212	674,302	3,226,297
O&MMC			150,650	985,813	1,019,936	40,672	594,105	2,791,175
O&MMCR			36,046	82,333	69,809	3,743	49,522	241,452
TOTAL TWV COSTS			530,499	1,858,634	2,351,965	247,458	1,335,439	6,323,995
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	5,313	854	502	332	1,528	1,230	270	92

Table S-6. Baseline Fleet Mix LCCE

Summary of Marine Corps TWV LCCEs			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
FY01\$ x 1,000			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,692	3,471	1,518	29,010
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,550,299	306,602	322,411	3,295,033
O&MMC			150,650	977,436	1,281,637	65,957	269,159	2,744,839
O&MMCR			36,046	81,703	81,171	5,439	27,805	232,163
TOTAL TWV COSTS			530,499	1,844,537	2,936,356	388,829	636,884	6,337,105
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	3,681	4,177	502	332	715	441	270	92

Table S-7. Best Minimized Ownership Cost Fleet Mix LCCE

Summary of Marine Corps TWV LCCEs			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
FY01\$ x 1,000			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,278	2,263	3,225	28,095
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,315,767	199,897	697,424	3,328,809
O&MMC			150,650	977,436	1,053,828	43,146	607,344	2,832,405
O&MMCR			36,046	81,703	71,777	3,881	51,109	244,516
TOTAL TWV COSTS			530,499	1,844,537	2,464,621	257,756	1,373,387	6,470,800
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,466	3,978	502	332	1,581	1,282	270	92

Table S-8. Best Minimized Strategic Footprint Fleet Mix LCCE

8. Tactical Wheeled Vehicle Distribution. Annexes one through seven present the detailed distribution plan for the baseline, minimum strategic footprint alternative, minimum cost alternative, MCSSD excursion minimum strategic footprint alternative, MCSSD excursion minimum cost alternative, HIPPO excursion minimum strategic footprint alternative, and the HIPPO minimum cost alternative, respectively.

APPENDIX T

MOBILE COMBAT SERVICE SUPPORT DETACHMENTS (MCSSDs) EXCURSION

1. Introduction. This appendix presents an analysis to determine the vehicles required by the MCSSDs to transport one day of supplies for their supported units. This excursion differs from the principal MCSSD analysis presented in Appendix K for which the MCSSDs transport two days of Class I (water and rations), Class III, Class V and one day of “other” supplies, which includes Classes II, IV, VI, VII, VIII, and IX. This analysis uses the MCSSD analysis presented in Appendix K, the line haul analysis presented in Appendix R, and the baseline analysis presented in Appendix Q. This appendix is organized into four sections. The first section is the introduction, which presents an overview of the appendix. Section two presents the MCSSD requirements associated with the capability to maintain one day of supplies at the MCSSD. The third section presents the line haul requirements and combines these results with the MCSSD vehicular requirements to establish the general support company and direct support companies vehicular requirements. The fourth section presents the corresponding MEF vehicle distribution, strategic footprint, cost, and acquisition objective and cost.

This analysis will focus on the SWA Halt scenario and the SWA Extended scenario because these two scenarios are the most stressful logistically and form the basis for the study’s alternative fleet recommendations.

2. MCSSD Vehicular Requirements. The MCSSD analysis presented in Appendix K is the basis for determining the vehicular requirements for this excursion. The analysis in Appendix K is based upon the requirement for the MCSSDs to have the capability to transport two days of Class I, III, and V supplies and one day of “other” supply. The MCSSD vehicular requirements presented in Appendix K for transport of Class I, III, and V supplies have been halved to determine the vehicular requirements for this analysis. The vehicular requirements to transport supplies classified as “other” remain as determined in Appendix K. The methodology for determining the MCSSD vehicular requirements is presented in Appendix K.

SWA Halt Scenario. Tables T-1 and T-2 present the minimum cost and minimum strategic footprint alternatives for MCSSD-1. Tables T-3 and T-4 present the minimum cost and minimum strategic footprint alternatives for MCSSD-2. The scenario vehicular requirements are summarized in the following bullets.

- MCSSD-1:
 - Minimum cost: 29 MTVRs with 14’ bed, one MTVR with 20’ bed, and 30 MFTRs.
 - Minimum strategic footprint: 16 LVSRs and one MTVR with 20’ bed and MFTR.
- MCSSD-2:
 - Minimum cost: 41 MTVRs with 14’ bed and three MTVRs with 20’ bed and 32 MFTRs.
 - Minimum strategic footprint: 29 LVSRs and three MTVRs with 20’ bed and MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		4.34	19.24	2.77		0.43				0.26
MCSSD-1		0.54	1.62	0.05		0.06				0.07
Total		4.89	20.86	2.82		0.49				0.33

Table T-1. SWA Halt MCSSD-1 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		2.41	10.69	1.62		0.43				0.26
MCSSD-1		0.30	0.90	0.03		0.06				0.07
Total		2.72	11.59	1.64		0.49				0.33

Table T-2. SWA Halt MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body		11.10	16.12	12.38		1.48				0.78
MCSSD-2		0.41	1.21	0.04		0.06				0.36
Total		11.51	17.33	12.42		1.53				1.14

Table T-3. SWA Halt MCSSD-2 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body		8.22	11.94	7.20		1.48				0.78
MCSSD-2		0.30	0.90	0.03		0.06				0.36
Total		8.52	12.84	7.23		1.53				1.14

Table T-4. SWA Halt MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
MCSSD-1		2.72	11.59	1.64		0.49				0.33
MCSSD-2		8.52	12.84	7.23		1.53				1.14
Scaled to Notional MEF	0	21	39	17		4				3

Table T-5. SWA Halt MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements Scaled to Notional MEF

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
MCSSD-1		4.89	20.86	2.82		0.49				0.33
MCSSD-2		11.51	17.33	12.42		1.53				1.14
Scaled to Notional MEF		29	57	30		4				3

Table T-6. SWA Halt MCSSD Minimum Cost Alternative Vehicle Requirements Scaled to Notional MEF

SWA Extended Scenario. Tables T-7 and T-8 present the minimum cost and minimum strategic footprint alternatives for MCSSD-1. Tables T-9 and T-10 present the minimum cost and minimum strategic footprint alternatives for MCSSD-2. Tables T-11 and T-12 present the minimum cost and minimum strategic footprint alternatives for MCSSD-3. The scenario vehicular requirements are summarized in the following bullets.

- MCSSD-1:
 - Minimum cost: 28 MTVRs with 14' bed, two MTVRs with 20' bed, and 30 MFTRs.
 - Minimum strategic footprint: 19 LVSRs and two MTVRs with 20' bed and MFTRs.
- MCSSD-2:
 - Minimum cost: 51 MTVRs with 14' bed and three MTVRs with 20' bed and 54 MFTRs.
 - Minimum strategic footprint: 36 LVSRs and three MTVRs with 20' bed and MFTRs.
- MCSSD-3:
 - Minimum cost: 39 MTVRs with 14' bed and three MTVRs with 20' bed and 42 MFTRs.
 - Minimum strategic footprint: 28 LVSRs and three MTVRs with 20' bed and MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A		8.92	6.55	7.73		1.19				0.59
MCSSD-1		1.34	3.23	0.06		0.21				0.10
Total		10.26	9.78	7.79		1.39				0.69

Table T-7. SWA Extended MCSSD-1 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective A		6.61	4.855	4.495		1.185				0.585
MCSSD-1		0.99	2.39	0.035		0.205				0.1
Total		7.60	7.245	4.53		1.39				0.69

Table T-8. SWA Extended MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B		13.03	23.97	9.25		1.72				0.85
MCSSD-2		1.13	3.23	0.06		0.21				0.10
Total		14.16	27.20	9.31		1.92				0.95

Table T-9. SWA Extended MCSSD-2 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective B		9.65	17.76	5.38		1.71				0.85
MCSSD-2		0.84	2.39	0.03		0.21				0.10
Total		10.49	20.15	5.42		1.92				0.95

Table T-10. SWA Extended MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C		11.10	15.23	8.33		1.47				0.73
MCSSD-3		1.34	3.23	0.06		0.21				0.10
Total		12.43	18.46	8.39		1.67				0.83

Table T-11. SWA Extended MCSSD-3 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Objective C		8.22	11.28	4.85		1.47				0.73
MCSSD-3		0.99	2.39	0.04		0.21				0.10
Total		9.21	13.67	4.88		1.67				0.83

Table T-12. SWA Extended MCSSD-3 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
MCSSD-1		10.26	9.78	7.79		1.39				0.69
MCSSD-2		14.16	27.20	9.31		1.92				0.95
MCSSD-3		12.43	18.46	8.39		1.67				0.83
Total	0	37	55	25		5				2

Table T-13. SWA Extended MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
MCSSD-1		7.60	7.245	4.53		1.39				0.69
MCSSD-2		10.49	20.15	5.42		1.92				0.95
MCSSD-3		9.21	13.67	4.88		1.67				0.83
Total		27	41	15		5				2

Table T-14. SWA Extended MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

3. Line Haul Requirements. This section presents the line haul vehicular requirements and combines these requirements with the MCSSD vehicular requirements to determine the total requirement for the general support company and the direct support companies of the TSB. The line haul requirements have been extracted from Appendix R.

SWA Halt. Tables T-15 and T-16 below present the minimum strategic footprint and minimum cost fleet alternatives for the combined MCSSD and line haul support requirements of the SWA Halt scenario. These tables include the MCSSD vehicle requirement, the line haul requirement, the adjustment for operational availability, and the recommended allocation of vehicles to the general support company and direct support companies of the TSB.

Requirement	LVSF	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement (Scaled)	27	21	57	6	18
Line Haul Adjusted for Availability	30	24	64	6	20
MCSSD Base Requirement	85		9	9	
MCSSD Adjusted for Availability	95		11	9	
Total Requirement	125	24	75	18	20
General Support Company	29		63	8	20
Direct Support Companies	47 (94)		6 (12)	5 (10)	

Table T-15. SWA Halt Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement (Scaled)	27	27	57	9	18
Line Haul Adjusted for Availability	30	31	64	9	20
MCSSD Base Requirement		129	9	138	
MCSSD Adjusted for Availability		145	11	138	
Total Requirement	30	176	75	147	20
General Support Company	30	32	63	9	20
Direct Support Companies		72 (144)	6 (12)	69 (138)	

Table T-16. SWA Halt Line Haul Minimum Cost Vehicle Requirements

SWA Extended. Tables T-17 and T-18 below present the minimum strategic footprint and minimum cost fleet alternatives for the combined MCSSD and line haul support requirements of the SWA Extended scenario. These tables include the MCSSD vehicle requirement, the line haul requirement, the adjustment for operational availability, and the recommended allocation of vehicles to the general support company and direct support companies of the TSB.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement	23	63	45	4	20
Line Haul Adjusted for Availability	26	71 (76)	51	4	23*
MCSSD Base Requirement	85		9	9	
MCSSD Adjusted for Availability	95		11	9	
Total Requirement	121	76	62	13	20
General Support Company	27	76	52	3	20
Direct Support Companies	47 (94)		5 (10)	5 (10)	

* The fleet is authorized only 20 5,000-gallon tankers. These tankers can be replaced by either 5 LVSRs or 5 MTVRs with 14' bed. Because this is a minimum strategic footprint alternative, 5 additional MTVRs with 14' bed have been added as indicated by the () in the table above.

Table T-17. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement	23	48	46	7	20
Line Haul Adjusted for Availability	26	48 (53)	52	7	23*
MCSSD Base Requirement		118	8	126	
MCSSD Adjusted for Availability		133	9	126	
Total Requirement	26	186	61	133	20
General Support Company	26	54	51	17	20
Direct Support Companies		66 (132)	5 (10)	63 (126)	

* The fleet is authorized only 20 5,000-gallon tankers. These tankers can be replaced by either 5 LVSRs or 5 MTVRs with 14' bed. Because this is a minimum cost alternative, 5 additional MTVRs with 14' bed have been added as indicated by the () in the table above.

Table T-18. SWA Extended Line Haul Minimum Cost Vehicle Requirements

Tables T-19 and T-20 present the composite vehicle requirement for the minimum cost and minimum strategic footprint for this excursion. The minimum strategic footprint alternative vehicular requirements for LVSRs, MTVRs with 20' bed, and MFTRs were taken from the SWA

Halt vehicle requirements. The M970 requirement is common to both scenarios. The MTVRs with 14' bed were adjusted down from 76 in the SWA Extended scenario to balance the total MTRV requirements for the SWA Extended scenario. The minimum cost alternative vehicular requirements for LVSRs, MTVRs with 20' bed, and MFTRs were taken from the SWA Halt scenario. The M970 requirement is common to both scenarios. The MTRV with 14' bed was taken from the SWA Extended and adjusted down by 18 (from 186 to 168) because of the additional capability in the SWA Halt scenario and the additional MFTRs.

Requirement	LVSr	MTRV 14'	MTRV 20'	MFTR	M970
Total Requirement	125	61	75	18	20
General Support Company	29	61	63	8	20
Direct Support Companies	47 (94)		6 (12)	5 (10)	

Table T-19. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTRV 14'	MTRV 20'	MFTR	M970
Total Requirement	30	168	75	147	20
General Support Company	30	40	63	9	20
Direct Support Companies		64(128)	6 (12)	69 (138)	

Table T-20. SWA Extended Line Haul Minimum Cost Vehicle Requirements

4. Excursion Summary. This section presents summary information for the excursion. Table T-21 presents the notional MEF LCCE, vehicle distribution, and associated strategic footprint for the minimized strategic footprint MCSSD. Table T-22 presents the Marine Corps LCCE and acquisition objective for the minimized strategic footprint MCSSD. Table T-23 presents the notional MEF LCCE, vehicle distribution, and associated strategic footprint for the minimized cost MCSSD. Table T-24 presents the Marine Corps LCCE and acquisition objective for the minimized cost MCSSD.

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,386	482	540	4,819
Strategic Footprint(SQ FT)			27,869	242,688	324,698	103,329	93,582	792,165
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	247,752	42,576	116,565	574,243
O&MMC			150,650	279,422	335,540	14,372	160,759	940,743
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	583,292	56,948	277,323	1,514,986
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	474	781	83	48	263	207	52	18

Table T-21. LCCE for Notional MEF TWV (Minimum Strategic Footprint)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,507	2,242	2,580	27,658
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,352,778	198,042	555,873	3,222,414
O&MMC			150,650	977,436	1,088,690	42,669	484,515	2,743,959
O&MMCR			36,046	81,703	73,521	3,889	45,217	240,376
TOTAL TWV COSTS			530,499	1,844,537	2,538,237	255,431	1,103,115	6,271,819
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,760	3,913	502	332	1,254	964	270	92

Table T-22. LCCE for Acquisition Objective (Minimum Strategic Footprint)

Summary of MEF TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,545	603	275	4,834
Strategic Footprint(SQ FT)			27,869	242,688	361,508	129,268	45,639	806,972
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	274,461	53,265	58,327	553,402
O&MMC			150,650	279,422	374,033	17,980	79,803	901,888
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	648,494	71,245	138,129	1,455,289
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	577	837	83	48	130	75	52	18

Table T-23. LCCE for Notional MEF (Minimum Cost)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,240	2,858	1,518	27,945
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,475,985	252,454	322,411	3,166,571
O&MMC			150,650	977,436	1,207,799	54,388	269,159	2,659,431
O&MMCR			36,046	81,703	78,809	4,664	27,805	229,026
TOTAL TWV COSTS			530,499	1,844,537	2,785,841	322,337	636,884	6,120,098
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	3,227	4,179	502	332	715	441	270	92

Table T-24. LCCE for Acquisition Objective (Minimum Cost)

APPENDIX U

HIPPO EXCURSION

1. Introduction. This appendix presents an analysis to determine the total number of vehicles required by the general support company and the direct support companies of the TSB assuming the HIPPO, a 3,000-gallon liquid container system consisting of two 1,500-gallon tanks that can be stacked on the LVSR or MTVR with a 20' bed, is fielded. To accomplish this excursion, both the requirements for vehicles at the MCSSDs and the line haul requirement for vehicles are determined. This section focuses upon the results of the analysis and provides explanations as necessary for the reader to follow the results. The analysis follows the methodologies used for the MCSSD analysis presented in Appendix K and the line haul analysis presented in Appendix R. This appendix is organized into five sections. The first section is the introduction, which presents an overview of the appendix. Section two presents the MCSSD requirements associated with the capability to maintain two days of Class I, III, and V supplies and one day of Class II, IV, VI, VII, VIII, and IX at the MCSSD. The third section presents the line haul requirements and combines these results with the MCSSD vehicle requirements to establish the general support company and direct support companies vehicle requirements. The fourth presents vehicle use data relative to support for the various classes of supply. The fifth section presents the corresponding MEF vehicle distribution, strategic footprint, cost, and acquisition objective and cost.

This analysis will focus on the SWA Halt scenario and the SWA Extended scenario because these two scenarios are the most stressful logistically and form the basis for the study's alternative fleet recommendations.

2. MCSSD Vehicle Requirements. The determination of the MCSSD vehicle requirements was accomplished in several steps. First, the vehicle and vehicle-trailer combinations for the minimum strategic footprint and minimum cost are established. Next, the vehicle requirements for each MCSSD based upon the selected vehicle and vehicle-trailer combination are determined. Last, the MCSSD requirement is documented for further use in the study effort.

Vehicle Selection for Minimum Strategic Footprint and Minimum Cost Alternatives. The selection of MCSSD vehicles for the minimum strategic footprint and minimum cost alternatives is based on the analysis presented in Appendix K. In this appendix, computations were made to determine the vehicle and vehicle-trailer combinations that achieved the minimum strategic footprint and minimum cost for ammunition, bulk liquids, and break bulk supplies. The computations in Appendix K, with the exception of bulk liquids, are used in this analysis. Specifically, Appendix K identified:

- Minimum strategic footprint vehicles:
 - LVSR for ammunition
 - MTVR with 20' bed and MFTR for break bulk.
- Minimum cost vehicles:
 - MTVR with 14' bed and MFTR for ammunition

- MTRV with 20' bed and MTR for break bulk.

Tables U-1 and U-2 below present the basic data for determining the minimum strategic footprint and minimum cost vehicle or vehicle-trailer combinations for the transport of bulk liquids. The study team has assumed that the HIPPO will be designed for both the LVSR and the MTRV and provide maximum stability (currently a problem with the LVSR and the SIXCONs that results in the LVSR overturning). Stability can be achieved through a design that provides the lowest HIPPO profile possible. The MTRV with 20' bed provides the means to achieve a low profile and overall stability for the transporter employing the HIPPO. The HIPPO is employed with the LVSR at the full 3,000-gallon capacity. The HIPPO is employed with the MTRV with a single 1,500-gallon tank. The MTR hauls a 500-gallon drum that is available in the fleet today. The tables clearly show that the LVSR provides the most capability when strategic footprint is to be minimized. The MTRV with 20' bed and the MTR provides the best capability when minimizing cost.

Vehicle	Load Capacity (Gal)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSR (MK48 & 18)	3,000	362	1.0	362
MTRV 20'	1,500	263	2.0	526
MTRV 20' & MTR	2,000	386	1.5	579

Table U-1. LVSR and MTRV Strategic Footprint for Equivalent Bulk Liquid Loads

Vehicle	Load Capacity (Gallons)	Annualized Cost (FY 01 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 01 \$000) for Equivalent Load Capacity
LVSR (MK48 & 18)	3,000	52.499	1.0	52.499
MTRV 20'	1,500	18.05	2.0	36.100
MTRV 20' & MTR	2,000	21.711	1.5	32.567

Table U-2. LVSR and MTRV Cost for Equivalent Bulk Liquid Loads

SWA Halt Scenario. Tables U-3 and U-4 present the minimum cost and minimum strategic footprint alternatives for MCSSD-1. Tables U-5 and U-6 present the minimum cost and minimum strategic footprint alternatives for MCSSD-2. Tables U-7 and U-8 present the vehicle requirements for the notional MEF. The scaling of the vehicle requirement to the notional MEF was accomplished in the same manner as described in Appendix K, MCSSD Analysis. Tables U-7 and U-8 also clearly show the relationship of the required vehicles to support for the various classes of supply. The individual MCSSD requirements are:

- MCSSD-1:
 - Minimum cost: six MTRVs with 14' bed, 43 MTRVs with 20' bed, and 49 MTRs.
 - Minimum strategic footprint: 29 LVSRs and two MTRVs with 20' bed and MTRs.

- MCSSD-2:
 - Minimum cost: 25 MTVRs with 14' bed and 71 MTVRs with 20' bed and 96 MFTRs.
 - Minimum strategic footprint: 53 LVSRs and five MTVRs with 20' bed and MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force				5.54		0.86	8.68	28.86		0.51
MCSSD-1				0.09		0.11	1.08	2.42		0.13
Total				5.63		0.97	9.77	31.28		0.65

Table U-3. SWA Halt MCSSD-1 Minimum Cost Alternative Vehicle Requirements

Force	LVSr					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		4.34	19.24	3.23		0.86				0.51
MCSSD-1		0.54	1.62	0.05		0.11				0.13
Total		4.88	20.86	3.28		0.97				0.65

Table U-4. SWA Halt MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body				24.76		2.96	29.59	32.24		1.55
MCSSD-2				0.09		0.11	1.08	2.42		0.72
Total				24.85		3.06	30.68	34.66		2.28

Table U-5. SWA Halt MCSSD-2 Minimum Cost Alternative Vehicle Requirements

Force	LVSr					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Main Body		14.80	21.49	14.40		2.96				1.55
MCSSD-2		0.54	1.62	0.05		0.11				0.72
Total		15.34	23.11	14.46		3.06				2.28

Table U-6. SWA Halt MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1				5.63		0.97	9.77	31.28		0.65
MCSSD-2				24.85		3.06	30.68	34.66		2.28
Scaled to Notional MEF				58		9	87	118	0	7

Table U-7. SWA Halt MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSr					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		4.88	20.86	3.28		0.86				0.51
MCSSD-2		15.34	23.11	14.46		3.06				2.28
Scaled to Notional MEF		38	70	34		9				7

Table U-8. SWA Halt MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

SWA Extended Scenario. Tables U-9 and U-10 present the minimum cost and minimum strategic footprint alternatives for MCSSD-1. Tables U-11 and U-12 present the minimum cost and minimum strategic footprint alternatives for MCSSD-2. Tables U-13 and U-14 present the minimum cost and minimum strategic footprint alternatives for MCSSD-3. Tables U-15 and U-16 present the total minimum cost and minimum strategic footprint vehicle requirement for the scenario. The scenario vehicle requirements are summarized in the following bullets.

- MCSSD-1:
 - Minimum cost: 21 MTVRs with 14' bed, 51 MTVRs with 20' bed, and 72 MFTRs.
 - Minimum strategic footprint: 36 LVSrS and four MTVRs with 20' bed and MFTRs.
- MCSSD-2:
 - Minimum cost: 19 MTVRs with 14' bed and 98 MTVRs with 20' bed and 117 MFTRs.
 - Minimum strategic footprint: 66 LVSrS and six MTVRs with 20' bed and MFTRs.
- MCSSD-3:
 - Minimum cost: 17 MTVRs with 14' bed and 75 MTVRs with 20' bed and 92 MFTRs.
 - Minimum strategic footprint: 51 LVSrS and five MTVRs with 20' bed and MFTRs.

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force				20.90		2.37	23.79	13.10		1.17
MCSSD-1				0.16		0.41	3.56	6.46		0.20
Total				21.05		2.78	27.35	19.56		1.38

Table U-9. SWA Extended MCSSD-1 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		11.90	8.74	8.99		2.37				1.17
MCSSD-1		1.78	4.31	0.07		0.41				0.20
Total		13.68	13.04	9.06		2.78				1.38

Table U-10. SWA Extended MCSSD-1 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force				18.50		3.43	34.74	47.94		1.70
MCSSD-2				0.12		0.41	3.01	6.46		0.20
Total				18.62		3.84	37.75	54.40		1.90

Table U-11. SWA Extended MCSSD-2 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		17.37	31.96	10.76		3.43				1.70
MCSSD-2		1.51	4.31	0.07		0.41				0.20
Total		18.88	36.27	10.83		3.84				1.90

Table U-12. SWA Extended MCSSD-2 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force				16.65		2.93	29.58	30.46		1.45
MCSSD-3				0.12		0.41	3.56	6.46		0.20
Total				16.77		3.34	33.14	36.92		1.66

Table U-13. SWA Extended MCSSD-3 Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Ration	Water	Fuel	Ammo	Other	Ration	Water	Fuel	Ammo	Other
Screening Force		14.79	20.30	9.69		2.93				1.45
MCSSD-3		1.78	4.31	0.07		0.41				0.20
Total		16.57	24.61	9.76		3.34				1.66

Table U-14. SWA Extended MCSSD-3 Minimum Strategic Footprint Alternative Vehicle Requirements

Force	MTVR 14' Bed and MFTR					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1				21.05		2.78	27.35	19.56		1.38
MCSSD-2				18.62		3.84	37.75	54.40		1.90
MCSSD-3				16.77		3.34	33.14	36.92		1.66
Notional MEF				57		10	99	111		5

Table U-15. SWA Extended MCSSD Minimum Cost Alternative Vehicle Requirements

Force	LVSF					MTVR 20' Bed and MFTR				
	Rations	Water	Fuel	Ammo	Other	Rations	Water	Fuel	Ammo	Other
MCSSD-1		13.68	13.04	9.06		2.78				1.38
MCSSD-2		18.88	36.27	10.83		3.84				1.90
MCSSD-3		16.57	24.61	9.76		3.34				1.66
Notional MEF		50	74	30		10				5

Table U-16. SWA Extended MCSSD Minimum Strategic Footprint Alternative Vehicle Requirements

3. Line Haul Requirements. This section presents the line haul vehicle requirements and combines these requirements with the MCSSD vehicle requirements to determine the total requirement for the general support company and the direct support companies of the TSB. The line haul requirements have been extracted from the line haul model, which incorporates the HIPPO capability. The selection of the vehicles for the minimum cost and minimum strategic footprint for the transport of bulk liquids required review. The results of this review are presented in Tables U-17 and U-18 below. Based upon Tables U-17 and U-18 and the analysis presented in Appendix P, Line Haul Model Description, the selection of vehicles for the minimum cost and minimum strategic footprint to meet the line haul requirement is as follows:

- Minimum cost:
 - MTVR with 14' bed and MFTR for ammunition
 - MTVR with 20' bed for bulk liquids
 - MTVR with 20' bed and MFTR for rations and break bulk.

- Minimum strategic footprint:
 - MTRV with 14' bed for ammunition
 - MTRV with 20' bed for bulk liquids
 - MTRV with 20' bed and MFTR for rations and break bulk.

Vehicle	Load Capacity (Gallons)	Annualized Cost (FY01 \$000)	# Vehicles for Equivalent Load Capacity	Annualized Cost (FY 01 \$000) for Equivalent Load Capacity
LVSF (MK48 & 18) with 2 ea 1500 gal HIPPO	3000	52.499	1.00	52.499
MTRV with 20' bed with 2 ea 1500 gal HIPPO	3000	18.05	1.00	18.050
MTRV with 20' bed with 2 ea 1500 gal HIPPO & MFTR with 500 gal drums	3500	21.711	0.86	18.609

Table U-17. Minimum Cost Vehicle Equivalents

Vehicle	Load Capacity (Gal)	Strategic Footprint (ft ²)	# Vehicles for Equivalent Load Capacity	Strategic Footprint (ft ²) for Equivalent Load Capacity
LVSF (MK48 & 18) with 2 ea 1500 gal HIPPO	3000	362	1.00	362
MTRV with 20' bed with 2 ea 1500 gal HIPPO	3000	263	1.00	263
MTRV with 20' bed with 2 ea 1500 gal HIPPO & MFTR with 500 gal drums	3500	386	0.86	331

Table U-18. Minimum Strategic Footprint Vehicle Equivalents

SWA Halt. Tables U-19 and U-20 below present the minimum strategic footprint and minimum cost fleet alternatives vehicle requirements by day for the SWA Halt scenario. The data for these tables was extracted from the SWA Halt minimum strategic footprint and minimum cost models developed for this study. The models have been updated to reflect the selection of vehicles as described above.

Day	LVSF	MTRV 14'	MTRV 20'	MFTR	M970
1	4	0	7	0	0
2	4	0	7	0	0
3	5	0	10	1	1
4	6	0	10	1	1
5	8	0	17	7	1
6	8	0	17	7	1
7	8	0	17	7	1
8	8	0	21	7	4
9	8	0	21	7	3
10	9	1	25	7	3
11	8	1	19	7	3
12	7	1	15	7	3
13	8	1	20	12	6*
14	8	3	17	11	6
15	7	1	13	8	1
16	7	1	13	8	1

Day	LVS	MTVR 14'	MTVR 20'	MFTR	M970
17	7	3	14	8	1
18	7	3	14	8	1

* The requirement to move fuel from the CSSA to the vicinity of the FCSSA to prevent it from being captured by the enemy required 8 M931/M970 vehicle/trailer combinations. The requirement for movement was adjusted to reflect 2 days allowed for relocation of the CSSA by the scenario.

Table U-19. SWA Halt Line Haul Minimum Strategic Footprint Vehicle Requirements

Day	LVS	MTVR 14'	MTVR 20'	MFTR	M970
1	4	0	7	0	0
2	4	0	7	0	0
3	5	1	9	0	1
4	6	1	9	0	1
5	8	4	12	2	1
6	8	4	12	2	1
7	8	4	12	2	1
8	8	5	16	2	4
9	8	6	16	2	3
10	9	8	19	3	3
11	8	7	14	3	3
12	7	7	10	3	3
13	7	7	14	3	6*
14	7	8	10	4	6
15	7	7	7	3	1
16	7	7	7	3	1
17	7	8	8	4	1
18	7	8	8	4	1

* The requirement to move fuel from the CSSA to the vicinity of the FCSSA to prevent it from being captured by the enemy required 8 M931/M970 vehicle/trailer combinations. The requirement for movement was adjusted to reflect 2 days allowed by the scenario.

Table U-20. SWA Halt Line Haul Minimum Cost Vehicle Requirements

Table U-21 summarizes the vehicle requirements for the SWA Halt scenario for the minimum strategic footprint and minimum cost alternative fleets. The minimum cost requirements were extracted from day 10 of Table U-20 except for the M970 tanker, which is associated with days 13 and 14. The minimum strategic footprint was extracted from day 10 also. The increased requirement for MFTRs (up from 6 on day 10 to 11 on day 13) can be accommodated by the reduced requirement for MTVRs with 20' bed. The same is true for the MTVRs with 14' bed.

Alternative	LVS	MTVR 14'	MTVR 20'	MFTR	M970
Minimum Cost	9	8	19	3	6
Minimum Strategic Footprint	9	1	25	6	6

Table U-21. SWA Halt Minimum Cost and Minimum Strategic Footprint Line Haul Vehicle Requirements

SWA Extended. Tables U-22 and U-23 below present the minimum strategic footprint and minimum cost fleet alternatives vehicle requirements by day for the SWA Extended scenario. The data for these tables was extracted from the SWA Extended minimum strategic footprint and minimum cost models developed for this study. The models have been updated to reflect the selection of vehicles as described above.

Day	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
1	20	2	35	4	3
2	20	2	32	4	2
3	20	2	32	4	3
4	20	2	32	4	3
5	20	4	35	4	3
6	20	2	33	4	3
7	20	4	35	4	3
8	20	2	33	4	3
9	20	4	35	4	3
10	20	3	34	4	3
11	20	4	35	4	3
12	20	2	32	4	3
13	20	3	38	4	3
14	20	4	38	4	3
15	23	6	64	4	11
16	16	2	53	4	8
17	10	3	62	6	8
18	15	2	87	4	20
19	15	2	87	4	20
20	15	2	89	4	20
21	15	2	89	4	20
22	15	2	89	4	20
23	15	2	89	4	20
24	15	2	80	4	20
25	13	1	60	2	18
26	12	0	42	0	14
27	10	0	26	0	8
28	9	0	16	0	2
29	7	0	9	0	1

Table U-22. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

Day	LVSR	MTVR 14'	MTVR 20'	MFTR	M970
1	20	2	35	6	3
2	20	2	32	6	2
3	20	2	32	6	3
4	20	2	32	6	3
5	20	4	35	8	3
6	20	2	33	6	3
7	20	4	35	8	3
8	20	2	33	6	3
9	20	4	35	8	3
10	20	3	34	7	3
11	20	4	35	8	3
12	20	2	32	6	3
13	20	3	38	7	3
14	20	3	38	7	3

Day	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
15	23	5	63	9	11
16	16	2	52	6	8
17	10	3	61	9	8
18	15	2	87	6	20
19	15	2	87	6	20
20	15	2	89	6	20
21	15	2	89	6	20
22	15	2	89	6	20
23	15	2	89	6	20
24	15	2	80	6	20
25	13	1	60	3	18
26	12	0	42	0	14
27	10	0	26	0	8
28	8	0	15	0	2
29	7	0	9	0	1

Table U-23. SWA Extended Line Haul Minimum Cost Vehicle Requirements

Table U-24 presents the minimum cost and minimum strategic footprint line haul vehicle requirements for the SWA Extended scenario. The minimum strategic footprint LVSr vehicle requirement of 23 vehicles is based upon day 15, the M970 requirement of 20 trailers is based upon days 18 through 24, and the MTVR with 20' bed requirement of 89 is based upon days 20 through 23 decremented by 8 to 81 because of the excess LVSr capacity on these days. The MTVR with 14' bed and MFTRs requirement is two and four respectively. The minimum cost LVSr vehicle requirement of 23 vehicles is based upon day 15, the M970 requirement of 20 trailers is based upon days 18 through 24, and the MTVR with 20' bed requirement of 89 is based upon days 20 through 23 decremented by 8 to 81 because of the excess LVSr capacity. The MTVR with 14' bed and MFTRs requirement is two and four respectively. It is interesting to note that there is no difference between the minimum cost and minimum strategic footprint alternative in this excursion for this scenario. This is clearly the result of the selection criteria for vehicles in the minimum cost and minimum strategic footprint alternatives being the same except for the transport of break bulk ammunition (between the CSSA and MCSSDs). Both alternatives use the MTVR with 14' bed for ammunition transportation; however, the minimum cost also uses the MFTR.

Alternative	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Minimum Cost	23	2	81	4	20
Minimum Strategic Footprint	23	2	81	4	20

Table U-24. SWA Extended Minimum Cost and Minimum Strategic Footprint Line Haul Vehicle Requirements

Combined Line Haul and MCSSD Vehicle Requirements. The combined line haul and MCSSD minimum cost and minimum strategic footprint alternative vehicle requirements for the SWA Halt and SWA Extended scenarios are presented below. Table U-25 presents the SWA Halt minimum strategic footprint requirements, and Table U-26 presents the minimum cost alternative vehicle requirements. This table includes the scaling of the requirement from the scenario MEB requirements to the notional MEF and the scaling for operational availability.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement Scenario	9	1	25	7	6
Line Haul Base Requirement Scaled	27	3	75	21	18
Line Haul Adjusted for Availability	30	3	84	21	20
MCSSD Base Requirement Scenario	82		7	7	
MCSSD Base Requirement Scaled	141		15	15	
MCSSD Adjusted for Availability	157		17	15	
Total Requirement	187	3	101	36	20

Table U-25. SWA Halt Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement Scenario	9	8	19	3	6
Line Haul Base Requirement Scaled	27	24	57	9	18
Line Haul Adjusted for Availability	30	27	64	9	20
MCSSD Base Requirement Scenario		30	113	143	
MCSSD Base Requirement Scaled		60	219	279	
MCSSD Adjusted for Availability		67	244	279	
Total Requirement	30	94	308	288	20

Table U-26. SWA Halt Line Haul Minimum Cost Vehicle Requirements

SWA Extended. Tables U-27 and U-28 below present the minimum strategic footprint and minimum cost fleet alternatives for the combined MCSSD and line haul support requirements of the SWA Extended scenario. These tables include the MCSSD vehicle requirement, the line haul requirement, the adjustment for operational availability, and the recommended allocation of vehicles to the general support company and direct support companies of the TSB.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement	23	2	81	4	20
Line Haul Adjusted for Availability	26	2	90 (95)	4	23*
MCSSD Base Requirement	153		15	15	
MCSSD Adjusted for Availability	170		17	15	
Total Requirement	196	2	112	19	20

* The fleet is authorized only 20 5,000-gallon tankers. Either 5 LVSrs or 5 MTVRs with 20' bed and HIPPOs can replace these tankers. Because this is a minimum strategic footprint alternative, 5 additional MTVRs with 20' bed have been added as indicated by the () in the table above.

Table U-27. SWA Extended Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Line Haul Base Requirement	23	2	81	4	20
Line Haul Adjusted for Availability	26	2	90 (95)	4	23*
MCSSD Base Requirement		57	224	224	
MCSSD Adjusted for Availability		63	252	224	
Total Requirement	26	65	347	228	20

* The fleet is authorized only 20 5,000-gallon tankers. Either 5 LVSRs or 5 MTVRs with 20' bed and HIPPOs can replace these tankers. Because this is a minimum cost alternative, 5 additional MTVRs with 20' bed have been added as indicated by the () in the table above.

Table U-28. SWA Extended Line Haul Minimum Cost Vehicle Requirements

Tables U-29 and U-30 present the composite vehicle requirement for the minimum cost and minimum strategic footprint for this excursion. The minimum strategic footprint alternative vehicle requirements for LVSRs, MTVRs with 14' bed, MTVRs with 20' bed, and MFTRs were taken from the SWA Extended vehicle requirements. The M970 requirement is common to both scenarios. The minimum cost alternative vehicle requirement for LVSRs was taken from the SWA Halt scenario. The M970 requirement is common to both scenarios. The MTVR with 20' bed was taken from the SWA Extended scenario. The MFTR requirement was taken from the SWA Halt scenario. The MTVR with 14' bed was set at 6--the SWA Extended requirement of 65 minus 59, which can be more than covered by the 60 MFTRs (288 minus 228) in excess of the SWA Extended requirement.

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Total Requirement	196	2	112	19	20
General Support Company	26	2	94	5	20
Direct Support Companies	85 (170)		9 (18)	7 (14)	

Table U-29. SWA HIPPO Excursion Line Haul Minimum Strategic Footprint Vehicle Requirements

Requirement	LVSr	MTVR 14'	MTVR 20'	MFTR	M970
Total Requirement	30	6	347	288	20
General Support Company	30		95	68	20
Direct Support Companies		3(6)	125 (250)	110 (220)	

Table U-30. SWA HIPPO Excursion Line Haul Minimum Cost Vehicle Requirements

4. Vehicle Use. This section presents MCSSD vehicle use information for the minimum cost and minimum strategic footprint alternatives developed in this appendix for both the SWA Halt and SWA Extended scenarios. The MCSSD use data is extracted from section 2 above. Tables U-31 and U-32 present the minimum cost and minimum strategic footprint use data for the SWA Halt scenario, scaled to the notional MEF. Tables U-33 and U-34 present the same information for the SWA Extended scenario.

	LVSr (MK48 and MK18)	MTVR 14'	MTVR 20'	MFTR	M970
Bulk Water			87	87	
Rations			9	9	
Bulk Fuel			118	118	
Ammo		58		58	
"Other"			7	7	

Table U-31. SWA Halt Vehicle Support by Type Supply for Minimum Cost Fleet

	LVSr (MK48 and MK18)	MTVR 14'	MTVR 20'	MFTR	M970
Bulk Water	38				
Rations			9	9	
Bulk Fuel	70				
Ammo	34				
"Other"			7	7	

Table U-32. SWA Halt Vehicle Support by Type Supply for Minimum Strategic Footprint Fleet

	LVSr (MK48 and MK18)	MTVR 14'	MTVR 20'	MFTR	M970
Bulk Water			99	99	
Rations			10	10	
Bulk Fuel			111	110	
Ammo		57		57	
"Other"			5	5	

Table U-33. SWA Extended Vehicle Support by Type Supply for Minimum Cost Fleet

	LVSr (MK48 and MK18)	MTVR 14'	MTVR 20'	MFTR	M970
Bulk Water	50				
Rations			10	10	
Bulk Fuel	74				
Ammo	30				
"Other"			5	5	

Table U-34. SWA Extended Vehicle Support by Type Supply for Minimum Strategic Footprint Fleet

5. Excursion Summary. This section presents summary information for the excursion. Table U-35 presents the notional MEF minimum strategic footprint LCCE, vehicle distribution, and associated strategic footprint. Table U-36 presents the Marine Corps minimum strategic footprint LCCE and acquisition objective. Table U-37 presents the notional MEF minimum cost LCCE, vehicle distribution, and associated strategic footprint. Table U-38 presents the Marine Corps minimum cost LCCE and acquisition objective.

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,334	484	686	4,915
Strategic Footprint(SQ FT)			27,869	242,688	315,837	103,758	120,008	810,160
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	239,670	42,753	148,557	598,330
O&MMC			150,650	279,422	322,951	14,432	205,309	972,764
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	562,622	57,185	353,866	1,571,094
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	375	828	83	48	336	280	52	18

Table U-35. LCCE for Notional MEF (Minimum Strategic Footprint)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	7,268	2,252	3,169	28,018
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,315,653	198,925	685,107	3,315,405
O&MMC			150,650	977,436	1,049,955	42,848	594,740	2,815,628
O&MMCR			36,046	81,703	72,284	3,904	50,654	244,590
TOTAL TWV COSTS			530,499	1,844,537	2,461,140	256,509	1,348,010	6,440,694
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,303	4,131	502	332	1,553	1,254	270	92

Table U-36. LCCE for Acquisition Objective (Minimum Strategic Footprint)

Summary of MEF TWV LCCes FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSR	TWV
			Total	Total	Total	Total	Total	Total
# Vehicles/Trailers			343	2,068	1,610	753	275	5,049
Strategic Footprint(SQ FT)			27,869	242,688	388,240	161,424	45,639	865,861
RDT&E			0	0	0	0	0	0
PMC			38,979	128,371	287,781	66,514	58,327	579,971
O&MMC			150,650	279,422	389,769	22,453	79,803	922,096
O&MMCR			0	0	0	0	0	0
TOTAL TWV COSTS			189,629	407,793	677,549	88,967	138,129	1,502,068
Vehicle Model Breakout		MTVRs				LVSR		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	379	1,100	83	48	130	75	52	18

Table U-37. LCCE for Notional MEF (Minimum Cost)

Summary of Marine Corps TWV LCCEs FY01\$ x 1,000			ITV	HMMWV	MTVR	MFTR	LVSr	TWV
			Total	Total	Total	Total	Total	Total
Acquisition Objective			2,697	12,632	8,528	3,615	1,518	28,990
RDT&E			12,211	1,269	23,248	10,832	17,510	65,070
PMC			331,592	784,129	1,535,168	319,322	322,411	3,292,622
O&MMC			150,650	977,436	1,254,523	68,641	269,159	2,720,408
O&MMCR			36,046	81,703	80,271	5,623	27,805	231,447
TOTAL TWV COSTS			530,499	1,844,537	2,893,211	404,417	636,884	6,309,548
Vehicle Model Breakout		MTVRs				LVSr		
Model	Cargo 14'	Cargo 20'	Dump	Wrecker	Mk48	Mk18A1	Mk16	Mk15
Qty	2,333	5,361	502	332	715	441	270	92

Table U-38. LCCE for Acquisition Objective (Minimum Cost)

APPENDIX V

SCENARIOS

1. **Overview.** This appendix contains a description of the five scenarios used in the TWV study. The scenario descriptions include the lift requirement calculated for each scenario. The data for each scenario is presented in four parts: the scenario outline, the logistics concept, the employment lift requirement, and the resupply lift requirement. In the final portion of this section, these results are combined and presented collectively for ease of comparison with the established MEF-level notional MAGTF (Appendix F), which was specifically developed for the 2007 SWA Extended scenario. This section includes the *overall* TWV lift requirement for each scenario. All daily resupply tables are calculated at the assault rate for Classes III, V, and VII (using Combat Action Replacement Factors (CARF)). A more detailed analysis of all individual unit requirements within each scenario (based upon each unit's actual daily activities) was accomplished during the conduct of Task 5 and is addressed in Section 7 of this report. The daily resupply requirements were input to the models developed by the study team to determine the tactical wheeled vehicles and trailers required to accomplish the resupply mission.

The level of detail provided for each scenario varies, depending upon the level of detail available from each source document (*MAA Study*, *MRS-05*, historical documentation, etc.) and their respective classifications. Every attempt was made to provide the most detail possible, while keeping the basic report unclassified. It was necessary, however, to develop a classified appendix (Appendix H) to provide the specific geographic locations within each scenario.

Emerging Marine Corps warfighting concepts are key to this study and, to the greatest extent possible, have been addressed in all scenarios. OMFTS is the Marine Corps' capstone operational concept for the conduct of warfare in the 21st Century, and it addresses the use of the sea as maneuver space and as a force protection measure. It describes the union of maneuver warfare and amphibious warfare principles and seeks to exploit technological advances to rapidly project combat power ashore at the right time and place to achieve an operational objective. As the tactical implementation of OMFTS, ship-to-objective maneuver (STOM) involves the movement of combat forces from a seabase directly to objectives inland. STOM treats the sea as maneuver space and seeks to create overwhelming tempo and momentum by applying the MAGTF's strengths directly against an adversary's "center of gravity," or weaknesses. From an OMFTS perspective, sustained operations ashore (SOA) involves the employment of a seabased MAGTF (utilizing STOM) as an operational maneuver element (OME) in support of the joint task force (JTF) commander's intent. Employed as an OME, the MAGTF constitutes a unique seabased operational capability and would be assigned operational-level missions that will have decisive impact upon the outcome of the overall campaign. The MAGTF would normally be employed as an independent, self-contained, self-sustaining combined arms force with integrated air, ground, command and control, and logistics capabilities. The MAGTF's primary functions in this role would be to operate *from the sea* as an enabling force, decisive force, or exploitation force.

2. **SWA 2007 Halt Scenario.** This scenario involves the rapid deployment of U.S. forces to halt a four-division mechanized enemy force poised to advance across the Kuwaiti border toward

the oil fields and strategic ports of Saudi Arabia. This scenario is initiated in the context of a global environment in which crises are unfolding in two widely separated regions of the world. At the scenario's outset, U.S. national interests are being placed at risk in two major theater wars (MTWs). Since the SWA Halt has the lower priority in this scenario, the forces and equipment allocated to it are constrained by the requirements of the first MTW. The MAGTF employed in the *MAA Study* was a Marine expeditionary force (forward), which we will refer to henceforth as a Marine expeditionary brigade (MEB). This MAGTF will operate in conjunction with an Army mechanized infantry division to conduct sustained delaying and defensive operations ashore (halt phase) in eastern Saudi Arabia, as part of a JTF. This scenario involves an extremely short response time, which is met by the rapid deployment of a maritime prepositioning force (MPF) – from which the MAGTF is ultimately constituted. The halt phase provides time and space for the deployment of additional coalition forces to enable a successful transition to the next operational phase.

For this scenario, the FY 2007 equipment set was utilized to the greatest extent possible. However, since this scenario envisions an administrative MPF offload, it does not address the ship-to-shore movement capabilities of what is referred to as the “OMFTS triad” (the MV-22 Osprey, the AAV, and the landing craft, air cushion (LCAC)), even though the LCAC is fully fielded and the AAV and MV-22 are both partially fielded during this timeframe. These assets did not play a role in the execution of the administrative MPF offload. In terms of force structure, the *MAA Study* focused primarily upon the GCE of the MAGTF. However, the fact that a MPF MEB is being utilized for this operation implies the nominal force structure (generic MEB) shown in Figure V-1 for the SWA Halt scenario, even though the *MAA Study* does not specify the composition of the ACE and the CSSE.

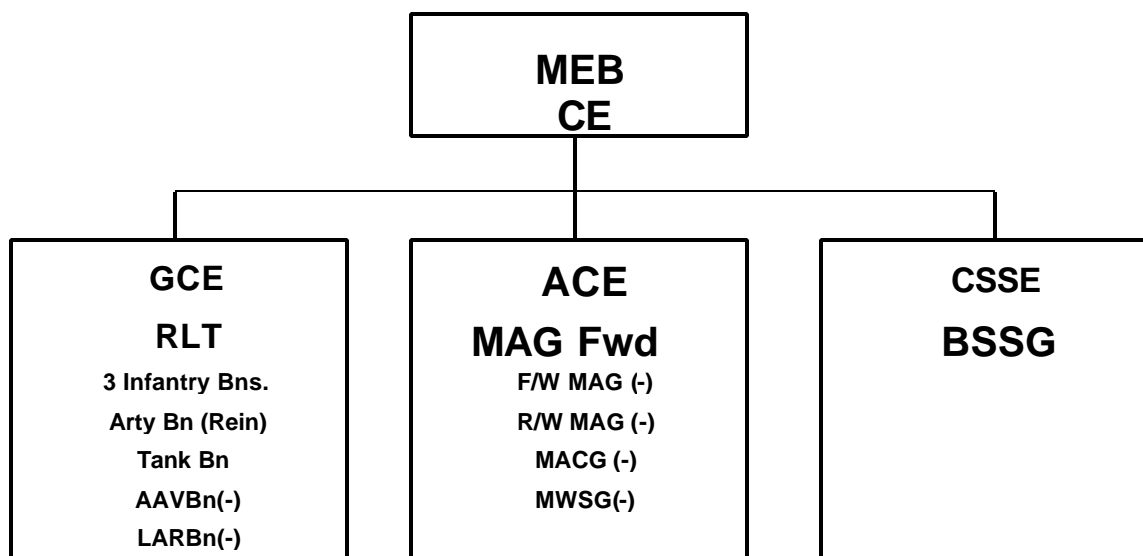


Figure V-1. MEB Force Structure

The detailed force structure used was extrapolated by the study team from information contained in the *SWA Halt MAA Study*, the MPF MEB T/O, and notional MEB information provided by

Studies and Analysis (S&A) Division, MCCDC (see Appendix G). The *MAA Study* defines the MEB's (MEF (FWD)) mission as follows:

On order, delay and defend in zone, vicinity An Nu'ayriyah, Saudi Arabia, in order to prevent a hostile attack from reaching within 60 kilometers of the port of Al Jubayl.

Ground Operations. The ground concept of operations for the MEB entails a defense in depth through the use of a screening/covering force consisting primarily of LAVs and tanks, and a main body/killing force consisting of three infantry battalions, a reinforced artillery battalion, 2 AAV companies, and other supporting units/detachments. The *MAA Study* indicates that the forces in the SWA Halt scenario operated using the developing concepts of OMFTS, applied in the context of SOA. However, this operation does not meet the criteria for an SOA operation, as described in the OMFTS and SOA warfighting concepts (discussed above). The SWA Halt scenario, as depicted by the *MAA Study*, is an MPF operation very similar to the initial phase of Operation Desert Shield. Although this scenario does not actually emulate the seabased operations envisioned in OMFTS and SOA, the *MAA Study* attempts to employ the maneuver warfare principles embodied in OMFTS.

Air Operations. The *MAA Study* indicates that a total of 67 tactical fixed-wing aircraft were utilized, including the AV-8B, F/A-18C/D, and EA-6B. Beyond this information, the *MAA Study* is unclear regarding the detailed structure, organization, and functioning of the ACE. The study team constructed the ACE through examination of the MPF MEB T/O and the notional MAGTF (Appendix F). A nominal MPF MEB-level ACE in 2007 would likely consist of a composite Marine aircraft group (MAG). The composite MAG would employ approximately 36 F/A-18s (24 Cs/12 Ds), 20 AV-8Bs, 5 EA-6Bs, 12 KC-130s, 24 CH-46Es, 16 CH-53Es, 18 AH-1s, and 9 UH-1s, for a total of approximately 140 aircraft. Two airfields, one fixed-wing and one rotary-wing, were established by the study team to host the aircraft required for this scenario.

Logistics Concept. The bulk of the equipment and sustainability for the MPF MAGTF in this scenario comes from the ships of the MPSRON. Additional equipment and materiel also arrives with the fly-in echelon (FIE), which arrives by strategic airlift to "marry up" with the MPS equipment and supplies. A complete MPSRON provides up to 30 days of sustainment for an MPF MEB. The initial sustainability carried by the MAGTF's maneuver elements for this scenario included:

- Basic allowance of ammunition and supplies (including applicable maintenance items)
- Two days of ammunition and supply.

The goal is to establish the MEB ashore as rapidly as possible, enabling it to become fully operational within 10 days (or less) following initiation of the offload. A key to achieving this timeline involves the deployment of the MEB from the MPS offload site at the port, up to its initial defensive positions. For this scenario, all units self-deployed, and no host-nation driver support was utilized. The logistical concept for supporting the MEB envisions a BCSSA in the port where the MPF was offloaded and a subordinate CSSA located farther to the north, just south of the main battle area (MBA). The CSSA was established with a five-day stockpile of

supplies. Two MCSSDs were constituted to support the maneuver forces. One was located just to the rear of the main body of the GCE (three infantry battalions), and the other located adjacent to the covering force (LAVs and tanks). Both MCSSDs executed unit distribution of needed supplies. The ACE airfields were supported by one MWSS and one CSSD each. Two mobile FARPs were employed to support the AH-1 Cobra gunships and AV-8B Harriers. The FARPs were collocated with the two MCSSDs and were transported by CH-53E, as needed. While the *MAA Study* provided no specific detail regarding the make-up of the two FARPs, a nominal FARP typically includes the following major components:

- 2-4 armored vehicles with MK19 or .50 caliber machine guns
- 1 VHF/SINCGARS communications vehicle
- 1-2 firefighting vehicles with twin agent unit (TAU) foam units
- 1-3 refueler/SIXCON fuel assets (from 1,800- up to 6,800-gallon capacity)
- 1-3 re-arm ammunition vehicles
- 1-2 vehicles carrying Helicopter Expedient Refueling Systems (HERS) components.

The FARP employment concept involved rapid insertion, employment, and displacement by helicopter (preventing use of heavy vehicles). Therefore, the equipment footprint used to perform the mission was minimized. TWVs were airlifted out to the FARP location, but ground resupply runs out to them were not planned. When a FARP ran low on supplies, it was airlifted back to the CSSA for replenishment and then redeployed to its appropriate location – again by airlift.

Once a Theater Army Area Command, or “Communications Zone (COMMZ),” was established, Marine Corps logistics units linked directly with it for theater-level logistics support for the MAGTF. The COMMZ linked primarily with Marine Corps combat service support units located at the MAGTF’s senior CSSA, and its airfields.

Employment Lift Requirement. In accordance with paragraph 3.4.2 of this study report, the force structure (Appendix G/Tables G-1 through G-4), and the operational and logistical support concepts for this scenario, the employment lift requirement was calculated for all personnel, equipment, and supplies. Table V-1 identifies the location identification legend used for this scenario and enables correlation between the location identifications used in the tables and the specific locations depicted in Figure V-2.

Location	Force
A01	Screening Force
A02	Main Body
A03	MCSSD-1
A04	MCSSD-2
A05	FARP 1
A06	FARP 2
A07	CSSA
A08	FCSSA
A09	Rotary-Wing Airfield
A10	Fixed-Wing Airfield

Table V-1. SWA Halt (Scenario A) Location Identification Legend

Table V-2 identifies each node in the network as a location identification, which is occupied by a unit (or units) operating within the scenario. At this stage, the actual location is not relevant, as this portion of the lift requirement is considered “static.” The scenario’s positioning of each location relative to all other locations within the scenario is discussed in detail in the following section. The collective data listed next to each location identifier depicts the total requirement for lift support needed by all units at the given location. In all cases, the total number of personnel is provided, in addition to the lift requirement for each class of supply to be carried in terms of gallons or pounds. It should be noted that not all of this requirement would be transported by TWVs. Infantry units are mounted in AAVs/AAAVs or LAVs as appropriate. For ease of data presentation volume measurements are not included although they may be estimated using the factors contained in Appendix E.

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
A01	1,574	16,527	779,639	13,379	386,552	5,037	1,920	3,935	57,824	26,013
A02	5,393	56,627	3,385,893	45,841	1,507,417	17,258	6,579	13,483	64,886	88,617
A03	197	2,069	158,086	1,675	10,110	630	240	493	4,307	3,265
A04	197	2,069	158,086	1,675	10,110	630	240	493	4,307	3,265
A05	94	987	39,391	799	1,785	301	115	235	2,604	1,555
A06	601	6,311	547,762	5,109	14,151	1,923	733	1,503	15,773	9,907
A07	425	4,463	248,785	3,613	17,506	1,360	519	1,063	8,240	7,024
A08	1,049	11,015	526,661	8,917	33,723	3,357	1,280	2,623	13,237	17,251
A09	2,039	21,410	864,070	17,332	41,741	6,525	2,488	5,098	26,839	33,458
A10	3,542	37,191	1,319,084	30,107	62,520	11,334	4,321	8,855	36,466	57,964

Table V-2. SWA Halt Initial Class of Supply

It should also be noted that the fixed-wing and rotary-wing airfields have aviation ordnance requirements that are not covered in the above table. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. Per Appendix I, the initial 30-day ammunition requirements were calculated to be 34 ISO containers for the rotary-wing airfield and 365 containers for the fixed-wing airfield.

Resupply Lift Requirement. The *MAA Study* states that the MAGTF was capable of supporting itself in terms of fuel, ammunition, and water; however, there does not seem to be any specific data available within the context of the MAA to support this assertion. In fact, the SWA Halt MAA specifically states that, “there are concerns . . . since no specific logistics modeling was done in the timeframe available to this MAA.” The only logistics data available for this scenario is that which was developed through this study effort.

As described earlier, the resupply network for this scenario focuses upon the movement of needed supplies from the BCSSA located at the port, up to the CSSA, and ultimately out to the forward MCSSDs and their supported maneuver units. The BCSSA also provides support to one fixed-wing and one rotary-wing airfield. The relative location of all nodes considered in this study, along with the distances between each node, is provided in Figure V-2. Again, even though the *MAA Study* does not discuss airfield locations, they are presumed to exist -- and to be part of the network -- since there would be no other location (afloat or out of theater) to bed-down the aircraft participating in this scenario.

Based on this scenario and its logistical support network, Table V-3 provides an estimate of the daily resupply requirement, in pounds, based upon the assault rates for fuel and ammunition for all units operating from each location. The specific geographic location represented by each location identifier can be found in Appendix H (Classified Secret). It should be noted that individual unit activities for each unit were determined and daily requirements were determined based upon their activity on a daily basis for use in line haul analysis and excursions conducted in this analysis.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (lbs)	Water (lbs)	Total
A01	8,264	5,777	13,379	26,867	5,037	24,928	1,920	3,935	216,842	110,556	417,503
A02	28,313	19,792	45,841	220,432	17,258	71,061	6,579	13,483	243,322	376,622	1,042,703
A03	1,034	723	1,675	851	630	861	240	493	16,150	13,878	36,536
A04	1,034	723	1,675	851	630	861	240	493	16,150	13,878	36,536
A05	494	345	799	92	301	411	115	235	9,765	6,608	19,163
A06	3,155	2,206	5,109	438	1,923	2,626	733	1,503	59,150	42,104	118,946
A07	2,231	1,560	3,613	1,148	1,360	1,857	519	1,063	30,900	29,851	74,101
A08	5,507	3,850	8,917	2,208	3,357	4,584	1,280	2,623	49,640	73,316	155,280
A09	10,705	7,483	17,332	2,449	6,525	8,910	2,488	5,098	100,645	142,195	303,828
A10	18,596	12,999	30,107	3,154	11,334	15,479	4,321	8,855	136,748	246,347	487,939
Totals	79,333	55,2457	128,444	258,489	48,355	131,578	18,435	37,778	879,311	1,055,356	2,692,536

Table V-3. SWA Halt Daily Resupply Requirement

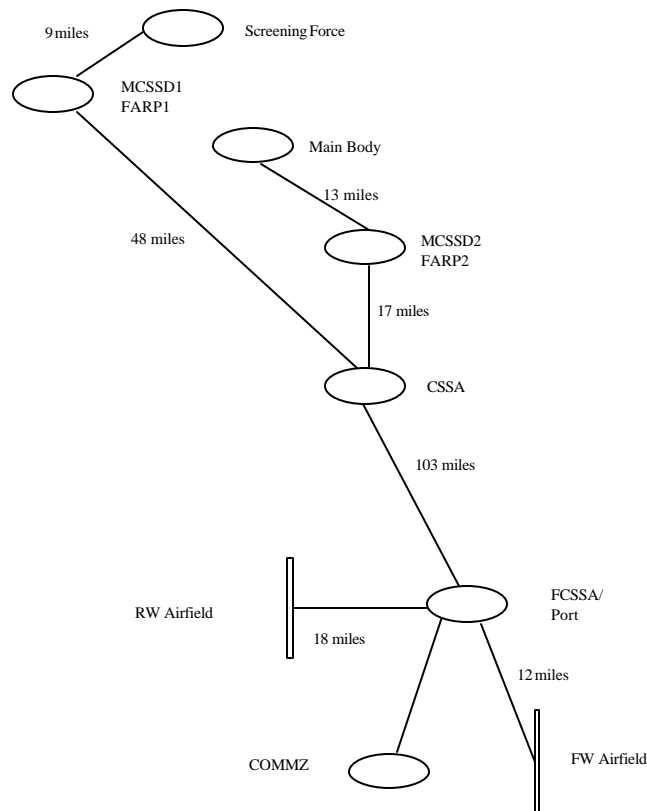


Figure V-2 SWA Halt 2007

To make this overall lift requirement more meaningful, the table below provides a rollup of the daily resupply requirements for each location, converted to short tons. This information is used in task five of this study as a determination of how much of the requirement can be lifted by air, and how much must be lifted by TWVs. To estimate the daily lift capacity for this scenario, the lift capacity calculations developed in the *NEA 2007 MAA Study* were used as a starting point. In that study, nominal airlift capacity was estimated at 878 short tons per day after deducting assault and medical evacuation sorties. This also reflects the *MAA Study* determination of an across-the-board 25-percent reduction in capacity due to nominal air resupply load limitations (discussed later in Table V-12). Adjusting the 878 short tons per day figure for the type and number of aircraft available in the SWA Halt, the nominal lift capacity was calculated as approximately 404 short

tons per day. Per Table V-4 below, the balance of 942 short tons of required lift (1,346-404=942) was assumed to be delivered to its respective destinations by TWVs.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
A01	4.13	2.89	6.69	13.43	2.52	12.46	0.96	1.97	108.42	55.28	208.75
A02	14.16	9.90	22.92	110.22	8.63	35.53	3.29	6.74	121.66	188.31	521.35
A03	0.52	0.36	0.84	0.43	0.32	0.43	0.12	0.25	8.08	6.94	18.27
A04	0.52	0.36	0.84	0.43	0.32	0.43	0.12	0.25	8.08	6.94	18.27
A05	0.25	0.17	0.40	0.05	0.15	0.21	0.06	0.12	4.88	3.30	9.58
A06	1.58	1.10	2.55	0.22	0.96	1.31	0.37	0.75	29.57	21.05	59.47
A07	1.12	0.78	1.81	0.57	0.68	0.93	0.26	0.53	15.45	14.93	37.05
A08	2.75	1.92	4.46	1.10	1.68	2.29	0.64	1.31	24.82	36.66	77.64
A09	5.35	3.74	8.67	1.22	3.26	4.46	1.24	2.55	50.32	71.10	151.91
A10	9.30	6.50	15.05	1.58	5.67	7.74	2.16	4.43	68.37	123.17	243.97
Totals	39.67	27.73	64.22	129.24	24.18	65.79	9.22	18.89	439.66	527.68	1,346.27

Table V-4. SWA Halt Daily Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are not included in the above table. Daily aviation fuel requirements for this scenario were calculated to be 410 short tons per day for the rotary-wing airfield and 957 short tons per day for the fixed-wing airfield (see Appendix I). Daily ordnance requirements were determined to be one ISO container per day for the rotary-wing

airfield and 12 ISO containers for the fixed-wing airfield. Included in this total is approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, the daily resupply that must be delivered by TWVs totals 1,905 short tons (942+410+957-404=1,905).

3. SWA 2007 Extended Scenario. This scenario was extrapolated by the study team from the SWA Halt MAA and scenario information obtained from *MRS-05*. After the execution of the SWA Halt and subsequent force build-up actions, it is assumed that sufficient forces have been introduced into theater to prosecute a SWA counteroffensive. For the Marine Corps, this equates to a force-level increase from a MEB to a full MEF, possibly reinforced by attached U.S. Army and/or coalition units, as in Desert Storm. During this operation, the mission of coalition forces would be to destroy or neutralize adversary forces in both Saudi Arabia and Kuwait, and to protect key assets and facilities in both nations. At a minimum, the end state of this conflict would be the reestablishment of Kuwait's sovereign territorial borders. Such an operation would comprise an extended land-based operation that could be prosecuted in a number of different ways. Using Desert Storm and *MRS-05* as a guide, however, this scenario focuses upon extensive coalition ground operations with requisite air support. It is still assumed, however, that this extended SWA scenario remains the lesser of two near-simultaneous MTWs, as in the SWA Halt.

The force structure for this scenario was developed primarily from the notional MAGTF (MEF) provided by S&A Division (see Appendix G/Tables G-5 through G-8), with appropriate adjustments made to account for the expected 2007 equipment set. As with the SWA Halt, it was expected that no LCACs would be employed and that a maximum of three squadrons of MV-22s could be made available, if operationally required.

Ground Operations. At the conclusion of the SWA Halt, U.S. and adversary forces will likely cease active hostilities and emplace in opposing defensive positions. During this lull, follow-on forces begin to arrive until the entire MEF is constituted in theater. For the counteroffensive, this is accomplished through the use of additional MPSRON and FIE assets. The scheme of maneuver consists of a two-phase operation that is intended to initially secure required assets in Saudi Arabia, which subsequently enables a follow-on effort to recapture Kuwait. Once in Kuwait, the MEF's three RLTs, leading elements mounted in AAVs, will each proceed to one of three objectives (as extrapolated from information extracted from HQMC, History and Museum Division's publication, *US Marines in the Persian Gulf, 1990-1991: With I MEF in Desert Storm*). The first two RLTs will secure the airfield and main supply route intersections at Objective A, and one RLT will continue on to seize the airfield at Objective B. The third RLT will occupy the international airport located at Objective C. To accomplish this, two barrier obstacle belts will be breached, creating four 5 ½-meter-wide lanes. Once the lanes are secured, the LAVs will conduct covering force operations to the MEF's front. The RLTs will accomplish a passage of lines through the LAVs and then move on to secure their respective objectives. After the passage of lines, the LAVs will conduct screening operations on the MEF's flanks.

Air Operations. This scenario postulates the use and availability of a full Marine aircraft wing (MAW), complete with a Marine air control group, a wing support group, and all requisite flying squadrons – including three squadrons of MV-22 Ospreys. Aircraft totals are in accordance with

the notional MAGTF (Appendix F), with adjustments made for aircraft that will not yet be in the inventory (i.e., CH-46s for the remaining MV-22 squadrons and AV-8Bs and FA-18C/Ds for all JSF squadrons). The wing will operate from two rotary-wing and two fixed-wing airfields located to the rear of the maneuver force.

Logistics Concept. For this extended scenario, the logistics concept is similar to that utilized for Desert Storm. Reinforcing Marine units deploy from the port and airfields and link up with the MEB located in post-SWA Halt defensive positions. Again for this scenario, all tactical units self-deployed, and no host-nation driver support was utilized. The logistical concept for supporting the MAGTF consisted of a FCSSA in the port where the MPF was offloaded and a subordinate CSSA located farther to the north, to the rear of the defensive lines. Following Desert Storm logistical practices, the CSSA was established and provided with a fifteen-day stockpile of supplies. Three MCSSDs were each collocated with supported maneuver regiments to provide needed support and supplies. The four airfields were supported by one MWSS and one CSSD, each. Again, Marine Corps logistics units linked with the COMMZ, once established, for theater-level logistics. Three FARPs were established (one collocated with each MCSSD) to reararm and refuel AH-1 Cobra and AV-8B aircraft. Each FARP consisted of 20 vehicles and trailers carrying fuel tanks and equipment. Three HERSs were set up at dispersed sites to provide separation between AV-8Bs, AH-1Zs, and ground vehicles. Separate arming and fueling stations were used consistent with Marine Corps doctrine and safety guidelines. The primary components of each FARP were as follows (deduced from the *NEA 2007 MAA Study*):

- 4 armored HMMWVs with MK19 or .50 caliber machine guns
- 1 AN/MRC-45 communications vehicle
- 2 M1028 firefighting HMMWVs with TAU foam units
- 3 M970 refueler equivalents (5,000 gallons each)
- 1 LVS with two SIXCON fuel cells and a pump module (1,800 gallons)
- 3 MTRVs with ammunition
- 2 MTRVs with HERS components.

Employment Lift Requirement. Based upon the methodology described in paragraph 3.4.2 of this study report, the SWA Extended MEF-level force structure extrapolated by the study team (Appendix G/Tables G-5 through G-8), and the operational and logistical support concepts for this scenario, the employment lift requirement for all personnel, equipment, and supplies was calculated. Table V-5 identifies the location identification legend for this scenario and enables correlation between the location identifications and the force locations depicted in Figures V-3 and V-4.

Location ID	Force
D01	Objective A
D02	Objective B
D03	Objective C
D04	MEF CP
D05	DIV CP
D06	FARP 1
D07	FARP 2
D08	FARP 3
D09	Airfield Fixed-Wing 1
D10	Airfield Fixed-Wing 2
D11	Airfield Rotary-Wing 1
D12	Airfield Rotary-Wing 2
D13	MCSSD-1
D14	MCSSD-2
D15	MCSSD-3
D16	FCSSA
D17	CSSA

Table V-5. SWA Extended (Scenario D) Location Identification Legend

Table V-6 identifies each node in the logistical network as a location identification, which is occupied by a unit (or units) operating within the scenario. At this stage, the actual location is not relevant to the results attained, as this portion of the lift requirement is considered “static.” The scenario’s positioning of each location relative to all other locations within the scenario will be discussed in detail in the following section. The collective data listed next to each location identifier depicts the total requirement for lift support needed by all units at the given location. In all cases, the total number of personnel is provided, in addition to the lift requirement for each class of supply to be carried in terms of gallons or pounds for each location. It should be noted that not all of this requirement will be transported by TWVs. Infantry units are mounted in AAVs/AAAVs or LAVs as appropriate.

It should also be noted that the fixed-wing and rotary-wing airfields have aviation ordnance requirements that are not covered in the table above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements calculate out to 103 ISO containers for rotary-wing airfield 1, 368 containers for fixed-wing airfield 1, and 726 containers for fixed-wing airfield 2 (see Appendix I).

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
D01	4,319	45,350	2,908,997	36,712	899,166	13,821	5,269	10,798	26,576	35,649
D02	6,256	65,688	3,740,463	53,176	1,463,936	20,019	7,632	15,640	96,223	52,015
D03	5,339	56,060	3,311,996	45,382	1,208,992	17,085	6,514	13,348	117,403	44,302
D04	2,969	31,175	2,241,273	25,237	84,552	9,501	3,622	7,423	51,020	24,812
D05	2,200	23,100	1,681,557	18,700	581,788	7,040	2,684	5,500	35,314	18,595
D06	472	4,956	489,782	4,012	11,711	1,510	576	1,180	11,408	3,931
D07	130	1,365	75,554	1,105	2,418	416	159	325	2,029	1,085
D08	292	3,066	222,264	2,482	5,545	934	356	730	5,087	2,419
D09	2,202	23,121	655,687	18,717	37,545	7,046	2,686	5,505	15,376	18,072
D10	3,229	33,905	1,330,822	27,447	48,351	10,333	3,939	8,073	18,684	26,448
D11	2,327	24,434	1,101,866	19,780	36,172	7,446	2,839	5,818	18,648	19,140
D12	2,131	22,376	896,337	18,114	32,393	6,819	2,600	5,328	13,318	17,490
D13	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D14	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D15	753	7,907	489,432	6,401	23,371	2,410	919	1,883	12,957	6,277
D16	3,755	39,428	2,133,280	31,918	98,917	12,016	4,581	9,388	49,999	31,133
D17	1,862	19,551	902,268	15,827	51,686	5,958	2,272	4,655	17,711	15,406

Table V-6. SWA 2007 Extended Initial Class of Supply

Resupply Lift Requirement. As previously discussed, this scenario was extrapolated from basic guidance and information collected from

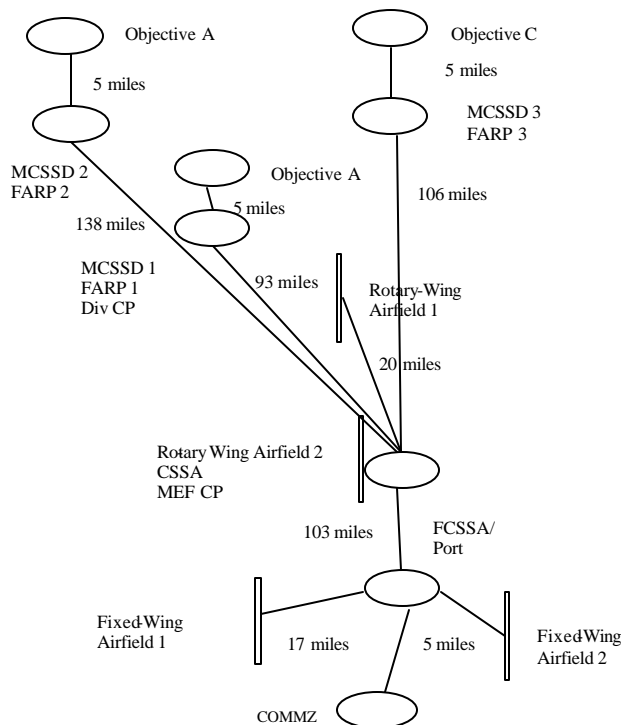


Figure V-4. SWA 2007 Extended (Phase II)

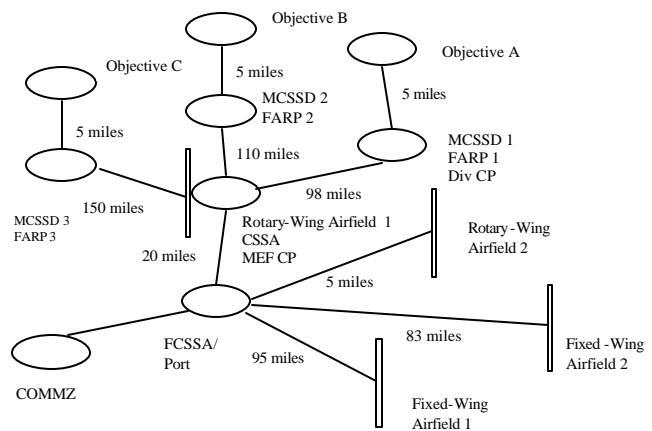


Figure V-3. SWA 2007 Extended (Phase I)

the *SWA Halt MAA Study, MRS-05*, and the historical record from Operation Desert Storm. Again, there was no logistics data or spreadsheet modeling information available for this scenario, and all of the logistics data included in this report was developed through the conduct of this study effort.

The resupply network for this scenario focuses upon the movement of needed supplies from the FCSSA (located at the port), up to the CSSA, and then ultimately out to the three forward MCSSDs and their supported maneuver units. The FCSSA also supports two fixed-wing airfields and one rotary-wing airfield. The CSSA provides support to the second rotary-wing airfield since they are virtually collocated. The relative location of all nodes considered in this study, along with the distances between each node, is provided in Figure V-3 for phase 1 of the operation, and in Figure V-4 for phase 2. While the location identifiers for both phases are the same, they do, in fact, represent two completely different sets of geographic locations. This can best be seen, at this point, by comparing the distances between each of the locations identified in each of the two figures. The specific geographic locations depicted by each location and location identification can be found in Appendix H (Classified Secret).

Based upon this scenario and its logistics concept the daily resupply requirement was calculated for all units operating from each location. As with the SWA scenario, the requirement is based upon assault rates, and daily rates were calculated for use in the modeling effort. Table V-7 provides this information.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (lbs)	Water (lbs)	Totals
D01	22,675	15,851	36,712	147,975	13,821	420	5,269	10,798	99,659	151,508	504,685
D02	32,844	22,960	53,176	177,401	20,019	2,299	7,632	15,640	237,419	221,063	790,454
D03	28,030	19,594	45,382	159,665	17,085	1,077	6,514	13,348	229,697	188,283	708,674
D04	15,587	10,896	25,237	5,209	9,501	1,110	3,622	7,423	191,327	1,626,339	1,896,249
D05	11,550	8,074	18,700	102,967	7,040	1,987	2,684	5,500	132,429	79,027	369,958
D06	2,478	1,732	4,012	363	1,510	433	576	1,180	42,779	363,681	418,744
D07	683	4277	1,105	119	416	153	159	325	7,608	64,732	75,776
D08	1,533	1,072	2,482	175	934	227	356	730	19,076	162,206	188,790
D09	11,561	8,081	18,717	1,482	7,046	1,259	2,686	5,505	57,659	490,161	604,158
D10	16,952	11,850	27,447	1,838	10,333	1,364	3,939	8,073	70,064	595,610	747,470
D11	12,217	8,540	19,780	1,473	7,446	1,290	2,839	5,818	69,931	594,475	723,808
D12	11,188	7,821	18,114	1,375	6,819	1,230	2,600	5,328	49,943	424,581	528,998
D13	3,953	2,764	6,401	1,112	2,410	2,876	919	1,883	48,588	413,062	483,965
D14	3,953	2,764	6,401	1,112	2,410	2,876	919	1,883	48,588	413,062	483,965
D15	3,953	2,764	6,401	1,112	2,410	2,876	919	1,883	48,588	413,062	483,965
D16	19,714	13,781	31,918	4,689	12,016	8,794	4,581	9,388	187,496	1,593,782	1,886,157
D17	9,776	6,834	15,827	2,874	5,958	2,680	2,272	4,655	66,417	564,608	681,900
Totals	208,646	145,853	337,807	610,941	127,174	32,948	48,485	99,355	1,607,267	8,359,242	11,577,717

Table V-7. SWA 2007 Extended Daily Resupply Requirement

To make this overall lift requirement somewhat more meaningful, Table V-8 provides a rollup of the daily resupply requirements for each location, converted to short tons. This information is used in task five of this study as a determination of how much of the requirement can be lifted by air, and how much must be lifted by TWVs. In this scenario, the aviation force structure/assets are identical to those used in the *NEA MAA Study*. Thus, the nominal air resupply capacity for this extended scenario is similarly presumed to be 878 short tons. The majority of the logistical resupply will be distributed by surface delivery means (TWVs). Subtracting the airlifted capacity

from the total short tons required per day leaves a requirement for 7,935 short tons per day to be delivered by TWVs.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
D01	11.34	7.93	18.36	73.99	6.91	0.21	2.63	5.40	49.83	75.75	252.34
D02	16.42	11.48	26.59	88.70	10.01	1.15	3.82	7.82	118.71	110.53	395.23
D03	14.01	9.80	22.69	79.83	8.54	0.54	3.26	6.67	114.85	94.14	354.34
D04	7.79	5.45	12.62	2.60	4.75	0.55	1.81	3.71	95.66	813.17	948.12
D05	5.78	4.04	9.35	51.48	3.52	0.99	1.34	2.75	66.21	39.51	184.98
D06	1.24	0.87	2.01	0.18	0.76	0.22	0.29	0.59	21.39	181.84	209.37
D07	0.34	0.24	0.55	0.06	0.21	0.08	0.08	0.16	3.80	32.37	37.89
D08	0.77	0.54	1.24	0.09	0.47	0.11	0.18	0.37	9.54	81.10	94.40
D09	5.78	4.04	9.36	0.74	3.52	0.63	1.34	2.75	28.83	245.08	302.08
D10	8.48	5.93	13.72	0.92	5.17	0.68	1.97	4.04	35.03	297.80	373.73
D11	6.11	4.27	9.89	0.74	3.72	0.64	1.42	2.91	34.97	297.24	361.90
D12	5.59	3.91	9.06	0.69	3.41	0.62	1.30	2.66	24.97	212.29	264.50
D13	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D14	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D15	1.98	1.38	3.20	0.56	1.20	1.44	0.46	0.94	24.29	206.53	241.98
D16	9.86	6.89	15.96	2.34	6.01	4.40	2.29	4.69	93.75	796.89	943.08
D17	4.89	3.42	7.91	1.44	2.98	1.34	1.14	2.33	33.21	282.30	340.95
Totals	104.32	72.93	168.90	305.47	63.59	16.47	24.24	49.68	803.63	4,179.62	5,788.86

Table V-8. SWA 2007 Extended Total Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are not included in the table above. Daily aviation fuel requirements for this scenario have been calculated to be 424 and 963 short tons per day for rotary-wing airfields 1 and 2, and 898 and 739 short tons per day for fixed-wing airfields 1 and 2, respectively (see Appendix I). Daily ordnance requirements were calculated as three ISO containers per day for rotary-wing airfield 1, 12 ISO containers for fixed-wing airfield 1, and 24 ISO containers per day for fixed-wing airfield 2. Included in these totals are approximately 18 short tons per day in aviation fuel and 45 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, the daily resupply that must be delivered by TWVs totals 7,935 short tons (5,789+424+963+898+739-878=7,935).

4. NEA 2007 Scenario MAA Scenario. This scenario reflects a response to an enemy invasion of a unified Korea in the 2007 timeframe. The U.S. commits major air, ground, and naval forces in response to the enemy attack. This scenario investigates a specific segment of the Combined Forces Command (CFC) counteroffensive that commences on or about D+60 of the overall campaign. The MEF force structure utilized by the study team for this scenario was extracted from the *NEA 2007 MAA Study* with no modifications.

The *MAA Study* analyzed the operations of a MEF tasked with the following mission:

At H-Hour on D-Day, 3 RLTs conduct amphibious operations to seize landing force objectives A, B and C in order to cut (Adversary) lines of supply and communication, and to prevent them from reinforcing/re-supplying their units to the south and west.

A second MEF was landed in southern Korea but was held in reserve and is not addressed in either the *MAA Study* or this study effort.

Ground Operations. In order to accomplish the assigned mission, the MAGTF conducts an amphibious assault along the northeast coast of Korea. RLT assaults into Objectives B and C are accomplished through a combination of air and surface means, whereas the RLT assault on Objective A is undertaken primarily by vertical assault. One BLT remains afloat as the MEF reserve. The vertical assault on Day 1 delivers a RLT (minus artillery) and a LAAD battery 75 NM from the ATF to its objective. This force has the mission to seize LF Objective A and establish a blocking position astride a major enemy line of communication. The artillery and support vehicles arrive ashore via surface means, and motor march to the objective. On Day 2, concurrent surface/vertical assaults originate from 25 NM at sea and deliver two mechanized RLTs ashore. Assets spread across these RLTs, in addition to AAVs, include a LAR battalion, a tank battalion, an artillery regiment, a combat engineer battalion, a LAAD battery, and the forward command element of the GCE. The assault occurs over two separate beaches to seize two separate objectives. One RLT has the mission to seize LF Objective B, and the other LF Objective C, and both are tasked with establishing blocking positions at their respective objectives, once occupied. These assaults are not concluded until late on Day 3. Once ashore, the surface assault force must negotiate difficult terrain while advancing to its objectives. The terrain was restricted along the coast and was very mountainous inland, with many bridges.

Air Operations. The assault support aircraft in the ATF reflect a CH-46E/MV-22/CH-53E mix. Approximately 50 percent of the MV-22 Ospreys should be fielded in the 2007 timeframe. This is reflected by three of the medium lift squadrons in the notional 2007 MAW being equipped with MV-22s. Close air support is provided by both carrier-based and land-based F/A-18s. All MAW helicopter/MV-22 and AV-8B assets were embarked aboard ATF shipping, and the F/A-18C/D, EA-6B, and C-130J aircraft operated from airfields located in southern Korea. Once the landing force is ashore, AH-1 Cobras and AV-8Bs will also conduct sorties from FARPs ashore. The concept of operations and available force structure suggest that there would be eight to ten AH-1 attack helicopters operating from each FARP.

Logistics Concept. Logistics support requirements were emphasized in the *2007 NEA MAA Study*. Consequently, there was much more logistics data available for extraction for this scenario than was the case in the SWA Halt scenario. Further, this MAA examined the implications of using the seabased logistics concept to improve the operational maneuver capabilities of the MAGTF. This scenario is an OMFTS hybrid in that it exhibits some of the characteristics of traditional amphibious operations while also incorporating some of the ship-to-objective maneuver and ship-to-objective logistics principles of OMFTS. The success of the logistical system in this scenario depends largely upon the force's ability to attain total asset visibility (TAV) by the 2007 timeframe. TAV is the capability to obtain timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, and supplies. It is based upon communications and information systems providing transparent connectivity to and complete visibility of all of the assets described above. Further, it includes the capability to act upon information to improve the overall effectiveness and efficiency of the MEF's logistics support. TAV enables a just-in-time, or "demand pull," logistics capability and

eliminates the requirement for a large-scale buildup of supplies ashore. Without TAV, the reductions in shore-based logistical facilities envisioned by the *NEA MAA Study* -- and in the OMFTS and seabased logistics concepts -- cannot be attained.

Several excursions are undertaken in the *MAA Study* to look at logistics operations from varying perspectives. For the purposes of our NEA 2007 analysis, the logistical lift and support requirement is based upon the *MAA Study* base case, as it is the most logistically stressful excursion with respect to TWVs. The *NEA 2007 MAA Study* base case established a FCSSA and a CSSA ashore by Day 4 of the scenario. These logistics facilities were used to push supplies forward to the maneuver forces, as needed. However, the footprint of each was reduced to a minimal five days of supply for supported units.

Maintaining the stock level was in theory to be accomplished primarily through ship-to-shore air resupply. However, it was clear from the outset that all of the logistical resupply required by this scenario could not be delivered to the FCSSA/CSSA by air. A significant amount of surface (LCAC/landing craft utility (LCU)) transportation was required to meet the scenario's resupply requirements. As a consequence of the physical geography in the objective areas, overland resupply operations were restricted to the limited road network (typically gravel). In this scenario, geographic separation allowed the FCSSA to provide support only to the RLTs assaulting Objectives A and B, while the CSSA provided support only to the RLT assigned to Objective C.

Three MCSSDs were used, and each was virtually collocated and immediately established with its supported maneuver regiment. Two FARP were used to rearm and refuel AH-1 Cobra and AV-8B aircraft. One FARP was collocated with MCSSD-1 at Objective A and the other was located with the FCSSA at Red Beach. Each FARP consisted of 20 vehicles and trailers carrying fuel tanks and equipment. Three HERSs were set up at dispersed sites to provide separation between AV-8Bs, AH-1s, and ground vehicles. Separate arming and fueling stations were used consistent with Marine Corps doctrine and safety guidelines.

The scenario listed the primary components of each FARP as follows:

- 4 armored HMMWVs with MK19 or .50 caliber machine guns
- 1 AN/MRC-45 communications vehicle
- 2 M1028 firefighting HMMWVs with TAU foam units
- 3 M970 refueler equivalents (5,000 gallons each)
- 1 LVS with two SIXCON fuel cells and a pump module (1,800 gallons)
- 3 MTRVs with ammunition
- 2 MTRVs with HERS components.

To summarize, a FCSSA was established in the vicinity of Red Beach on Day 4 to push support to MCSSD-1 (Objective A) and MCSSD-3 (Objective B). Simultaneously, a CSSA was established in the vicinity of Green Beach (Objective C) to push support to MCSSD-2. The logistics concept called for limiting the amount of supply stockpiled within the FCSSA and CSSA to 5 days each. Supplies were provided to the FCSSA and CSSA by air and surface means from the seabase, and the FCSSA and CSSA provided support to their respective MCSSDs primarily by TWV convoy over the appropriate main supply route. However, the intent was to provide as much resupply as possible by air. In all cases, the MCSSDs were charged with executing unit distribution of all supplies to the individual battalion logistics trains.

In the *MAA Study* the logistical requirements for the fixed-wing airfield(s) located “to the south” were not considered. In this study, we have included the requirements for these fixed-wing airfield(s). Their geographic separation from the amphibious task force means that they would likely be resupplied by an agency external to the specific logistical network we are examining. However, these requirements should be considered as part of the total lift requirement of the MEF. Consequently, separate sets of initial requirement and sustainment figures will be provided for these fixed-wing airfields, and these figures are applicable not only to this scenario, but also to the 2007 NEA Extended and OMFTS 2015 scenarios, as well. This information is provided to show the significant logistical increase that shore-based fixed-wing air facilities create, while also ensuring that the logistics data used in this study is comparable to that contained in the MAA study from which this scenario is extrapolated.

Employment Lift Requirement. Based on the methodology described in paragraph 3.4.2 of this study report, the force structure (Appendix G/Tables G-9 through G-12), and the operational and logistical support concepts, the employment lift requirement was calculated for all personnel, equipment, and supplies. Table V-9 identifies the location identification legend used for this scenario and enables correlation between the location identifications and the locations depicted in Figure V-5.

Table V-10 identifies each node in the scenario’s logistical network as a location identification, occupied by a unit (or units) operating within the scenario. The actual location is not relevant, as this portion of the lift requirement is considered “static.” The scenario’s positioning of each location relative to all other locations within the scenario will be discussed in detail in the following section. The data listed next to each location identifier collectively depicts the total requirement for lift support needed by all units at the given location. In all cases, the total number of personnel is provided, in addition to the lift requirement for each class of supply (by location) to be carried in either pounds or gallons. It should be noted that not all of this requirement will be transported by TWVs. Infantry units in the surface assault RLTs are mounted in AAVs or LAVs as appropriate.

Location	Force
B01	Objective A
B02	Objective B
B03	Objective C
B04	GCE CP
B05	FARP 1
B06	FARP 2
B07	MCSSD-1
B08	MCSSD-2
B09	MCSSD-3
B10	FCSSA
B11	CSSA

Table V-9. 2007 NEA (Scenario B) Location Identification Legend

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
B01	4,085	42,893	14,992	34,723	824,520	13,072	4,984	10,213	92,152	67,047
B02	6,768	71,064	24,839	57,528	2,037,782	21,658	8,257	16,920	238,005	111,338
B03	3,441	36,131	12,628	29,249	974,230	11,011	4,198	8,603	81,065	56,498
B04	1,366	14,343	5,013	11,611	46,804	4,371	1,667	3,415	34,770	22,609
B05	296	3,108	1,086	2,516	6,921	947	361	740	12,538	4,875
B06	68	714	250	578	1,360	218	83	170	3,356	1,123
B07	569	5,975	2,088	4,837	17,992	1,821	694	1,423	34,310	9,404
2B08	497	5,219	1,824	4,225	14,558	1,590	606	1,243	22,177	8,190
B09	497	5,219	1,824	4,225	14,558	1,590	606	1,243	22,177	8,190
B10	1,335	14,018	4,899	11,348	46,770	4,272	1,629	3,338	36,772	21,926
B11	135	1,418	495	1,148	7,019	432	165	338	6,152	2,226

Table V-10. NEA 2007 Initial Class of Supply

The fixed-wing airfields have aviation ordnance requirements not covered in the table above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements were calculated as 808 ISO containers for the fixed-wing airfield(s) (see Appendix I). As discussed earlier in this scenario, the *MAA Study* did not address initial class of supply lift requirements for the fixed-wing airfields. Table V-11, below, provides this initial “static” lift information for these airfields and is additive to Table V-10, above.

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
F/W Afd 1	1,306	6,859	613,736	11,104	8,693	4,180	12,278	3,266	136,259	5,417
F/W Afd 2	2,390	12,549	1,297,408	20,318	9,201	7,649	20,914	5,976	198,598	9,830

Table V-11. NEA Fixed-Wing Airfield Initial Class of Supply Requirement

Resupply Lift Requirement. The *NEA MAA Study* concept of operations and logistics scenario and calculations performed by the study team formed the basis for this analysis. Logistics data extracted from the *MAA Study* was compared to that calculated by the study team. The computed airlift capability was used to determine the portion of the requirement that will be delivered by air resupply. The *MAA Study* used a VIC model run for this scenario to generate Class I (partial), III, and V resupply requirements, and then combined that data with data from a spreadsheet model to generate the total resupply requirement. In this fashion, the *MAA Study* developed aggregate sustainment requirement totals for the first five days of the amphibious operation/subsequent operations. The *MAA Study* determined daily ammunition and packaged fuel requirements in short tons (this information is classified and is contained in Appendix H). Total water requirements were 110,322 gallons per day; and “all other” subsistence usage was established at 1,198 short tons per day. Overall, the 2007 *NEA MAA Study* determined the total sustainment requirement to be 1,895 short tons per day. However, when nominal load data were used to determine the total number of available logistical resupply sorties (see Table V-12, below), the *MAA Study* determined that the 2007 aircraft mix was able to deliver an average of only 878 short tons of supplies per day. The MAA showed a shortfall of 1,017 short tons per day (equivalent to approximately 275 MV-22 sorties) that had to be delivered by surface lift.

Nominal Aircraft Loads		
	CH-53E	MV-22
Ammunition	9 pallets @ 2,200 lbs. each — 9.9 STons	4 pallets @ 2,200 lbs. each — 4.4 STons
Fuel	4 500-gal bladders — 6.7 STons	2 500-gal bladders — 3.4 STons
Water	4 500-gal bladders — 8 STons	2 500-gal bladders — 4 STons
Other Supplies	15 pallets @ 1,110 lbs. each — 8.3 STons	9 pallets @ 1,110 lbs. each — 4.99 STons

Table V-12. Nominal Resupply Loads Per Aircraft Sortie

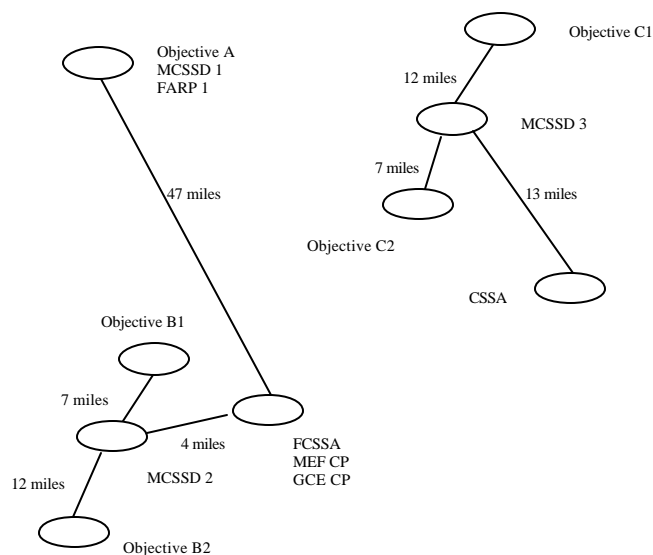


Figure V-5. NEA 2007

As described earlier, the resupply network for this scenario focuses upon the movement of needed supplies from the FCSSA to Objectives A and B, and from the CSSA to Objective C. By necessity, both were treated as separate entities resupplied by the same seabase. Once the required assets reached the FCSSA or CSSA, they were forwarded to the appropriate MCSSD for delivery to forward maneuver forces. The relative location of all nodes considered in this study, along with the distances between each node, is provided in Figure V-5. The specific geographic location for each location identifier can be found in the classified appendix to this study (Appendix H (Secret)). In accordance with this scenario

and its prescribed logistical support network, Table V-13 provides the daily resupply requirement calculated by the study team for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (lbs)	Water (lbs)	Totals
B01	21,446	14,992	34,723	137,747	13,072	344	4,984	10,213	171,513	143,626	552,659
B02	35,532	24,839	57,528	284,730	21,658	2,215	8,257	16,920	439,907	239,044	1,130,629
B03	18,065	12,628	29,249	141,368	11,011	805	4,198	8,603	148,037	121,074	495,038
B04	7,172	5,013	11,611	3,677	4,371	208	1,667	3,415	61,637	48,833	147,603
B05	1,554	1,086	2,516	219	947	424	361	740	29,694	10,477	48,018
B06	357	250	578	69	218	101	83	170	3,147	2,421	7,394
B07	2,987	2,2088	4,837	640	1,821	2,262	694	1,423	51,480	20,282	88,514
B08	2,609	1,824	4,225	523	1,590	2,231	606	1,243	34,110	17,615	66,576
B09	2,609	1,824	4,225	523	1,590	2,231	606	1,243	34,110	17,615	66,576
B10	7,009	4,899	11,348	3,678	4,272	2,251	1,629	3,338	51,310	47,000	136,732
B11	709	495	1,148	605	432	346	165	338	4,119	4,788	13,144
Totals	100,049	69,939	161,985	573,779	60,982	13,417	23,250	47,643	1,029,064	672,775	2,752,883

Table V-13. NEA 2007 Daily Resupply Requirement

Table V-14 provides a rollup of the daily resupply requirements for each location, converted to short tons. This information is used in task five of this study as a determination of how much of the requirement can be lifted by air, and then consequently how much must be lifted by TWVs. As stated in the *NEA 2007 MAA Study*, the nominal air resupply capacity is 878 short tons per day. Subtracting the airlifted capacity from the total short tons required per day, a minimum of 605 short tons per day must be delivered by TWV. The overall requirement of 1,376 short tons per day compares reasonably well with the results of the NEA MAA, which stated a resupply requirement of 1,895 short tons per day with a range that could vary from 1,165 to 1,895 short tons per day.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
B01	10.72	7.50	17.36	68.87	6.54	0.17	2.49	5.11	85.76	71.81	276.33
B02	17.77	12.42	28.76	142.37	10.83	1.11	4.13	8.46	219.95	119.52	565.31
B03	9.03	6.31	14.62	70.68	5.51	0.40	2.10	4.30	74.02	60.54	247.52
B04	3.59	2.51	5.81	1.84	2.19	0.10	0.83	1.71	30.82	24.42	73.80
B05	0.78	0.54	1.26	0.11	0.47	0.21	0.18	0.37	14.85	5.24	24.01
B06	0.00	0.12	0.29	0.03	0.11	0.05	0.04	0.09	1.57	1.21	3.52
B07	1.49	1.04	2.42	0.32	0.91	1.13	0.35	0.71	25.74	10.14	44.26
B08	1.30	0.91	2.11	0.26	0.80	1.12	0.30	0.62	17.05	8.81	33.29
B09	1.30	0.91	2.11	0.26	0.80	1.12	0.30	0.62	17.05	8.81	33.29
B10	3.50	2.45	5.67	1.84	2.14	1.13	0.81	1.67	25.66	23.50	68.37
B11	0.35	0.25	0.57	0.30	0.22	0.17	0.08	0.17	2.06	2.39	6.57
Totals	49.85	34.97	80.99	286.89	30.49	6.71	11.62	23.82	514.53	336.39	1,376.26

Table V-14. NEA 2007 Daily Resupply Requirement in Short Tons

As with the static lift requirement, the daily resupply requirements listed in Table V-14 do not include the requirements for the two fixed-wing airfields. Consequently, Table V-15, below,

provides a separate requirement for the two fixed-wing airfields only. These requirements must be added to the results in Table V-14 to show the total MEF requirement.

Location ID	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals (STons)
F/W Afld1	3.43	2.40	5.55	1.40	2.09	4.23	0.80	1.63	510.97	23.02	555.52
F/W Afld2	6.27	4.39	10.16	1.43	3.82	4.68	1.46	2.99	744.74	41.78	821.71
Totals	9.70	6.78	15.71	2.82	5.91	8.91	2.26	4.62	1,255.71	64.80	1,377.23

Table V-15. NEA Fixed-Wing Airfield Daily Resupply Requirement in Short Tons

Aviation fuel and ordnance daily requirements are figured separately and are not included in either of the above tables. Daily aviation fuel requirements for this scenario have been calculated to be 1,312 short tons per day for fixed-wing airfields 1 and 2 (see Appendix I). Daily ordnance requirements calculate out to 27 ISO containers per day for the fixed-wing airfield(s). In addition, approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance will be required for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield aviation resupply requirement, the daily resupply that must be delivered by TWVs totals 3,229 short tons ($1,376+1,377+1,312+12+30-878=3,229$).

5. NEA 2007 Extended Scenario. This scenario was extrapolated from the *NEA 2007 MAA* and scenario information obtained from *MRS-05*. Assuming the success of the mission assigned to the MEF in the NEA 2007 scenario described above, it is logical to expect that the operation would transition to an exploitation or counterattack phase. In this phase the MEF's follow-on mission could be as stated in the *NEA 2007 MAA*:

On order, the RLTs will conduct subsequent operations to the north to destroy and isolate (Adversary) forces, and to (re-establish the sovereign borders of the Korean peninsula).

It is assumed that the second MEF, originally landed in southern Korea, would be committed in support of this operation. The study team used this MEF to take over the blocking positions at NEA Objective C, while also assigning it two new objectives – one inland (a vertical assault) north of the original NEA Objective C, and one farther up the coast (surface assault). Since this configuration produces a MEF force lay-down virtually identical in form and function (but not in actual location) to the initial MEF deployment in the original NEA, this additional MEF will not be included in the analysis of the Extended NEA scenario. If total requirements for both MEFs are desired, the results from this NEA Extended scenario and from the original NEA scenario (in the previous section) could be combined to attain the total lift requirement for both MEFs.

In considering the forces required for this Extended NEA scenario, the study team determined that the structure provided in the *2007 NEA MAA Study* (Appendix G/Tables G-9 through G-12) with a few minor modifications could accomplish the mission. The only necessary changes involved bringing ashore the personnel and equipment that had been left afloat during the original NEA scenario. This was done because this Extended NEA scenario involves moving the force's blocking positions somewhat farther inland in an attempt to further isolate and degrade

the capabilities of hostile forces. The additional personnel and equipment ashore increase support capability for the MAGTF, but also increase the stress upon the resupply network.

Ground Operations. In order to accomplish the assigned mission, the MEF conducts an assault into the Korean interior, bringing ashore the additional personnel and equipment required through airlift, LCACs, and amphibious assault vehicles. The RLT (-) located at the MAA NEA Objective C redeploys by air and surface means (upon relief by the additional MEF) to Extended NEA Objective C. Once relieved, the mechanized RLT previously occupying this location moves by surface means toward MAA NEA Objective A, executes a passage of lines with the airlifted RLT still located there, and occupies Extended NEA Objective B, located approximately 20 miles to the north of old NEA Objective A. Once this action is complete, the airlifted RLT executes a vertical assault on Extended NEA Objective A, approximately 48 miles distant, by air. Again, one BLT remains afloat as the MEF reserve. As was the case in the previous NEA scenario, the surface assault force must negotiate difficult terrain while advancing to its objective.

Air Operations. The MEF ACE for this scenario is virtually identical to that used in the original *NEA MAA Study* scenario. The only major difference from the original NEA scenario is that the movement of ground forces farther inland could require that some rotary-wing assets be placed ashore. This is due to the extended transit times from the ships to the inland objectives. Since the FARPs alone would not likely be able to support the volume of aircraft at the ranges required, the study team decided to place one rotary-wing airfield ashore, primarily housing the light helicopter assets, along with the requisite support and command and control assets. As before, AV-8B assets and the remaining helicopters and MV-22s operated from aboard ATF shipping. However, AH-1 Cobras and AV-8Bs will still conduct sorties from FARPs, with eight to ten AH-1 attack helicopters operating from each FARP. The F/A-18C/D, EA-6B, and C-130J aircraft operated from fixed rear-area airfields located in southern Korea.

Logistics Concept. All assumptions for the original NEA scenario regarding logistics support for the fixed-wing airfields and the use and make-up of FARPs remain in effect for this scenario. The logistics support concept for this Extended NEA scenario is very similar to that of the original NEA scenario. The FCSSA remains in the vicinity of Red Beach, and the CSSA is reestablished at the location vacated by the airlifted RLT (old NEA Objective A), which is approximately 47 miles from the FCSSA. The FCSSA provides support to the CSSA, which subsequently provides support to MCSSD-1 (Extended NEA Objective A) and MCSSD-2 (Extended NEA Objective B). Due to the difficulty in traversing the roads between the CSSA and Objective A, MCSSD-1 will have priority for resupply with air assets. Due to proximity, the FCSSA will provide MCSSD-3's (Extended NEA Objective C) resupply directly. As in the old NEA 2007 scenario, each RLT will continue to be serviced by a MCSSD, and both the FCSSA and CSSA will be limited to a supply stockpile of five days each, with provision for going beyond five days should the situation so dictate. Supplies provided from the FCSSA and CSSA to their respective MCSSDs can be delivered either by helicopter or by TWV convoy over the appropriate main supply route. Once again, as much of the resupply as possible is provided by air. MCSSDs were again charged with executing unit distribution of all supplies to the individual battalion logistics trains.

Employment Lift Requirement. Based on the methodology described in paragraph 3.4.2, the force structure (Appendix G/Tables G-13 through G-16), and the operational and logistical support concepts, the employment lift requirement was calculated for all personnel, equipment, and supplies. Table V-16 identifies the location identification legend used for this scenario and enables correlation between the location identifications and the locations depicted in Figure V-6.

Location	Force
E01	Objective A
E02	Objective B
E03	Objective C
E04	GCE CP
E05	FARP 1
E06	FARP 2
E07	Airfield Rotary Wing
E08	MCSSD-1
E09	MCSSD-2
E10	MCSSD-3
E11	FCSSA
E12	CSSA
E13	MEF CP

Table V-16. NEA 2007 Extended (Scenario E) Location Identification Legend

Table V-17 below identifies each node in the logistical network as a location identification, which is occupied by a unit (or units) operating within the scenario. The actual location is not relevant, as this portion of the lift requirement is considered “static.” The scenario’s positioning of each location relative to all other locations within the scenario will be discussed in detail in the following section. The data listed next to each location identifier collectively depicts the total requirement for lift support needed by all units at the given location. In all cases, the total number of personnel is provided, by location, in addition to the lift requirement for each class of supply to be carried in terms of pounds or gallons. It should be noted that not all of this requirement will be transported by TWVs. Infantry units in the mechanized RLTs are mounted in AAVs or LAVs as appropriate.

It should also be noted that the fixed-wing airfields have aviation ordnance requirements that are not covered in Table V-17. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements calculate out to 103 ISO containers for the rotary-wing airfield and 808 containers for the fixed-wing airfield(s) (see Appendix I). Also, the additional “static” initial class of supply requirement shown in Table V-11 applies to this scenario, as well. All of these requirements are additive to the requirements shown in Table V-17.

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
E01	4,088	42,924	15,003	34,748	828,086	13,082	4,987	10,220	28,305	33,742
E02	5,820	61,110	21,359	49,470	1,422,077	18,624	7,100	14,550	92,047	48,366
E03	4,123	43,292	15,131	35,046	1,109,681	13,194	5,030	10,308	93,565	47,634
E04	2,958	31,059	10,856	25,143	700,816	9,466	3,609	7,395	83,305	34,017
E05	420	4,410	1,541	3,570	9,421	1,344	512	1,050	9,654	3,515
E06	374	3,927	1,373	3,179	8,621	1,197	456	935	8,846	3,110
E07	1,660	17,430	6,092	14,110	28,978	5,312	2,025	4,150	22,826	13,729
E08	743	7,802	2,727	6,316	21,650	2,378	906	1,858	14,667	6,205
E09	743	7,802	2,727	6,316	21,650	2,378	906	1,858	14,667	6,205
E10	743	7,802	2,727	6,316	21,650	2,378	906	1,858	14,667	6,205
E11	1,039	10,910	3,813	8,832	26,766	3,325	1,268	2,598	9,620	8,603
E12	537	5,639	1,971	4,565	16,393	1,718	655	1,343	8,115	4,475
E13	1,605	16,853	5,890	13,643	55,019	5,136	1,958	4,013	18,794	13,396

Table V-17. NEA 2007 Extended Initial Class of Supply

Resupply Lift Requirement. The Extended NEA concept of operations, the *NEA MAA Study* logistics scenario, and calculations performed by the study team formed the basis for this analysis. Since the force structure and equipment set were not changed from an aviation standpoint, the determinations made by the *NEA 2007 MAA Study* remain relevant. Again, when the nominal load data is used to determine the total number of available CH-53 and MV-22 logistical resupply sorties, the average air delivery rate remains at 878 short tons of supplies per day. Once again, all shortfalls will have to be supported by surface lift.

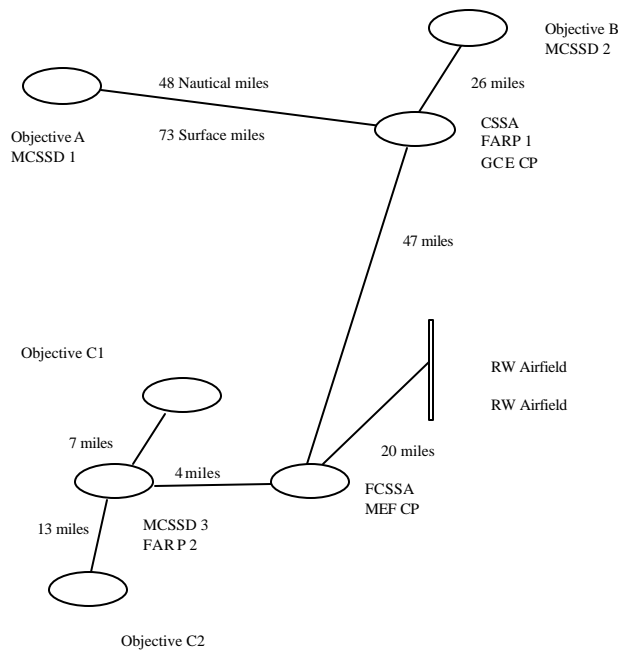


Figure V-6. NEA2007 Extended

As described earlier, the resupply network for this scenario focuses upon the movement of needed supplies from the FCSSA to both the CSSA and the MCSSD at Objective C. The CSSA further delivers supplies to MCSSDs located in proximity to Objectives A and B, for ultimate delivery to forward maneuver forces. The relative location of all nodes considered in this study, along with the distances between each node, is provided in Figure V-6. The specific geographic location for each location and location identification can be found in Appendix H (Secret).

Based upon this scenario and its prescribed logistical support network, the study team calculated the daily resupply requirement for all units operating from each location (see Table V-18).

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (lbs)	Water (lbs)	Total
E01	21,462	15,003	34,748	138,245	13,082	390	4,987	10,220	106,143	143,404	487,684
E02	30,555	21,359	49,470	174,114	18,624	2,078	7,100	14,550	345,177	205,558	868,585
E03	21,646	15,131	35,046	263,193	13,194	961	5,030	10,308	350,868	202,445	917,821
E04	15,530	10,856	25,143	216,344	9,466	6,679	3,609	7,395	312,395	144,570	751,985
E05	2,205	1,541	3,570	321	1,344	376	512	1,050	36,201	14,937	62,058
E06	1,964	1,373	3,179	317	1,197	520	456	935	33,173	13,217	56,331
E07	8,715	6,092	14,110	1,402	5,312	1,526	2,025	4,150	85,598	58,349	187,280
E08	3,901	2,727	6,316	782	2,378	3,488	906	1,858	55,002	26,371	103,728
E09	3,901	2,727	6,316	782	2,378	3,488	906	1,858	55,002	26,371	103,728
E10	3,901	2,727	6,316	782	2,378	3,488	906	1,858	55,002	26,371	103,728
E11	5,455	3,813	8,832	1,435	3,325	2,101	1,268	2,598	36,073	36,564	101,463
E12	2,819	1,971	4,565	796	1,718	2,566	655	1,343	30,432	19,020	65,884
E13	8,426	5,890	13,643	4,343	5,136	441	1,958	4,013	70,476	56,933	171,259
Totals	130,478	91,211	211,251	802,857	79,530	28,101	30,321	62,133	1,571,541	974,112	3,981,532

Table V-18. NEA 2007 Extended Daily Resupply Requirement

Table V-19, below, provides a rollup of the daily resupply requirements for each location, converted to short tons. This information is used in task five of this study as a the basis for a determination of how much of the requirement can be lifted by air, and how much must be lifted by TWVs. In this scenario, the nominal air resupply capacity will be the same as that for the *NEA MAA Study* (878 short tons/day) since the force structure and aviation assets utilized in both are identical. Subtracting the airlifted capacity from the total short tons required per day, a minimum of 871 short tons per day must be delivered to its respective destinations by TWV.

As in the previous scenario, the resupply requirements of 1,377 short tons per day for the two fixed-wing airfields (from Table V-15) are not included in Table V-19, and must also be added in for this scenario. In addition, aviation fuel and ordnance daily requirements are figured separately and are also not included. Daily aviation fuel requirements for this scenario have been calculated to be 359 short tons per day for the rotary-wing airfield and 1,312 short tons per day for the fixed-wing airfield(s) (see Appendix I). Daily ordnance requirements were calculated as five ISO containers for the rotary-wing airfield and 27 ISO containers per day for the fixed-wing airfield(s). Included in these totals are approximately 12 short tons per day in aviation fuel and 30 short tons per day in aviation ordnance for all active FARPs. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield aviation resupply requirement, the daily resupply that must be delivered by TWVs totals 4,160 short tons (1,990+1,377+1,312+359-878=4,160).

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Total
E01	10.73	7.50	17.37	69.12	6.54	0.20	2.49	5.11	53.07	71.70	244
E02	15.28	10.68	24.74	87.06	9.31	1.04	3.55	7.28	172.59	102.78	434
E03	10.82	7.57	17.52	131.60	6.60	0.48	2.52	5.15	175.43	101.22	459
E04	7.76	5.43	12.57	108.17	4.73	3.34	1.80	3.70	156.20	72.29	376
E05	1.10	0.77	1.79	0.16	0.67	0.19	0.26	0.53	18.10	7.47	31
E06	0.98	0.69	1.59	0.16	0.60	0.26	0.23	0.47	16.59	6.61	28
E07	4.36	3.05	7.06	0.70	2.66	0.76	1.01	2.08	42.80	29.17	94
E08	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E09	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E10	1.95	1.36	3.16	0.39	1.19	1.74	0.45	0.93	27.50	13.19	52
E11	2.73	1.91	4.42	0.72	1.66	1.05	0.63	1.30	18.04	18.28	51
E12	1.41	0.99	2.28	0.40	0.86	1.28	0.33	0.67	15.22	9.51	33
E13	4.21	2.95	6.82	2.17	2.57	0.22	0.98	2.01	35.24	28.47	86
Totals	65.24	45.61	105.63	401.43	39.76	14.05	15.16	31.07	785.77	487.06	1,990.77

Table V-19. NEA 2007 Extended Total Resupply Requirement in Short Tons

6. OMFTS 2015 (NEA). This scenario is very similar to the 2007 NEA MAA Study scenario, but differs in two main aspects: the exact area of operations and the timeframe. The area of operations in the 2015 OMFTS scenario is slightly south of the 2007 NEA's area of operations (although still in northeast Korea). More significantly, setting the scenario in 2015 allows for a fuller implementation of the OMFTS concept since the MV-22 and the AAV should be fully fielded. This scenario used a notional 2015 MEF T/O developed by the OMFTS MAA Study. The MEF's composition is depicted in Appendix G (Tables G-17 through G-20) to this study. In this analysis, less of the MEF's logistical support and command and control capacity comes ashore than was the case in the NEA 2007 scenario. The MAA Study included two AAV battalions, tank battalions, and LAR battalions in their MEF troop list, doubling the numbers of AAVs, tanks, and LAVs found in a notional MEF. All of the above factors should be taken into consideration when the results of this scenario are compared with the results from the other four scenarios.

Ground Operations. As in the 2007 NEA scenario, the 2015 OMFTS scenario involves the United States' response to an enemy invasion of a unified Korea. The U.S. commits significant air, ground, and naval forces to operate in conjunction with Korean forces to halt the initial enemy thrust before it can achieve its main operational objectives. The MEF's overall mission is to block enemy lines of communication and supply and prevent the movement of enemy forces from east to west as they attempt to attack other elements of the U.S.-led combined task force. The MEF's three RLTs were directed to seize Objectives A, B, and C, respectively, and to subsequently establish blocking positions in the vicinity of each objective. A fourth RLT, provided through global sourcing, was held in reserve and was not considered by the MAA Study.

The initial surface assault on Day 1 originated from 38 NM at sea and delivered a mechanized RLT, including a LAR battalion, a tank battalion, an artillery battalion, a combat engineer company, and a LAAD battery. A second surface assault on Day 3 originated from 31 NM at sea

and delivered a similarly organized RLT. Both assaults took place over two adjacent beaches, after which each of the RLTs, mounted in AAVs, proceeded to seize their respective objectives. The vertical assault, on Day 2, delivered an RLT and a LAAD battery to landing zones located 86 NM from the ATF shipping. The artillery was flown in *without* prime movers, and with limited organic logistics support.

Air Operations. Assault support aircraft consisted of 96 MV-22s (8 squadrons) and 48 CH-53Es (3 squadrons), all of which operated from ATF shipping. Thirty AH-1Z attack helicopters were available to engage targets throughout the area of operations. These helicopters operated out of FARPs located within each RLT objective area (nominally 10 aircraft per FARP). Fixed-wing aircraft operated from carrier battle groups, amphibious ships, and shore-based locations. In the *MAA Study*, the MAW provided support from six squadrons equipped with the JSF and three squadrons equipped with F/A-18Ds. Four Marine JSF squadrons operated from the seabase, and two JSF squadrons together with three F-18 squadrons were shorebased in the southern part of Korea.

The *MAA Study* utilized one fewer fixed-wing (JSF) squadron than is depicted in the notional MAGTF, and the numbers of aircraft in the *MAA Study* JSF squadrons were different from those of the notional MAGTF. To resolve this, the study team placed three JSF squadrons afloat to keep the seabased aircraft numbers comparable (60 versus 64 aircraft), and then placed the other JSF squadrons ashore (per Appendix G, Table G-21). This also served to place additional stress on the logistics support network by the high-end logistical requirements for the fixed-wing airfields ashore.

Logistics Concept. The logistical support concept for this scenario is based on that used in the *MAA Study* and embraces the tenets of OMFTS and its supporting *Seabased Logistics* concept. The ATF and MPF shipping (the “seabase”) provide all logistics sustainment via air resupply means. The *MAA Study* specifically states that surface craft (LCAC, LCU, or AAV) would *not* be employed in the resupply role. The *MAA Study* assumed that the FSSG (afloat) had attained TAV. The *MAA Study* concluded that, without TAV, much of the seabased logistics concept would likely have failed in execution. Also, the *MAA Study* does not discuss how the resupply requirements of the fixed-wing airfields would affect the “air resupply only” edict. For this analysis, it is assumed that “air resupply only” applies only to the maneuver forces and not to airfields. Otherwise, the logistical resupply concept would have been infeasible.

This scenario does not use traditional FCSSAs or CSSAs. Rather, it envisions the delivery of supplies – by either CH-53E or MV-22 aircraft – directly to the battalion logistics trains located in each objective area. Thus, the success of logistics resupply operations depended entirely upon the capability of the CH-53E and the MV-22 to generate the necessary sortie rate to meet resupply requirements, supporting a “just-in-time” approach to logistics. An MCSSD was established ashore with each RLT (three MCSSDs total) to augment the receiving and distribution capabilities of the battalion logistics trains. As described above, one FARP was located within each of the three objective areas. The composition of each FARP was not specifically delineated in the *MAA Study*, but each would typically include the key components discussed in the previous scenarios.

There were three key issues in this scenario affecting the logistics concept and its execution. First, the MCSSD/battalion logistics trains must be able to establish efficient helicopter landing zones (HLZs) that can simultaneously handle multiple aircraft as they drop external loads. This places emphasis on the availability of MHE, supply/equipment segregation, and movement procedures. Typically, three HLZs were established in each objective area. Second, the *MAA Study* found that the MTRV was incompatible with this particular OMFTS operation because at 28,000 pounds (curb weight), the MTRV was too heavy to be carried by helicopter to the inland objective. This meant that the accompanying artillery had to be employed without prime movers. The same lift restriction applies to LVSRs. Third, once ashore, the surface assault force negotiated difficult terrain while advancing to its objectives, as discussed in the previous two NEA scenarios.

Employment Lift Requirement. Based on the methodology described in paragraph 3.4.2, the MEF-level force structure provided by the *OMFTS 2015 MAA Study* (Appendix G/Tables G-17 through G-20), and the operational and logistical support concepts for this scenario, the study team calculated the employment lift requirement for all personnel, equipment, and supplies. Table V-20 identifies the location identification legend used for this scenario and enables correlation between the location identifications and the locations depicted in Figure V-7.

Location	Force
C01	Objective A
C02	Objective B
C03	Objective C

Table V-20. OMFTS 2015 (Scenario C) Location Identification Legend

Table V-21 identifies each node in the network as a location identification, which is occupied by a unit (or units) operating within the scenario. The actual location is not relevant to the results, as this portion of the lift requirement is considered “static.” The scenario’s positioning of each location relative to all other locations within the scenario will be discussed in detail in the following section. The data listed next to each location identifier collectively depicts the total requirement for lift support needed by all units at the given location. In all cases, the total number of personnel is provided (by location), in addition to the lift requirement for each class of supply to be carried in terms of pounds or gallons.

Location	People	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VIII Wt	IX Wt	Fuel (Gals)	Water (Gals)
C01	6,388	67,074	2,850,233	54,298	181,108	20,442	7,793	15,970	134,831	53,108
C02	3,200	33,600	1,202,180	27,200	174,431	10,240	3,904	8,000	25,706	26,374
C03	5,684	59,682	2,880,168	48,314	129,444	18,189	6,934	14,210	133,141	47,394

Table V-21. OMFTS 2015 Initial Class of Supply

The fixed-wing airfields have aviation ordnance requirements that are not covered in the table above. Aviation ordnance is delivered in 8 x 8 x 20-foot ISO containers that must be transported by flat bed trucks (low boy) or LVS vehicles. The initial 30-day ammunition requirements were calculated as 808 containers for the fixed-wing airfields. Also, the additional “static” initial class

of supply requirement indicated in Table V-11 applies to this scenario, as well. All of these requirements are additive to Table V-21, above.

Resupply Lift Requirement. The *OMFTS 2015 MAA Study* concept of operations and resupply data and calculations performed by the study team formed the basis for this analysis. The airlift capability indicated above is used to determine the portion of the resupply requirement that will be delivered by air. A VIC model run supporting the *2015 OMFTS MAA Study* provided Class I (partial), III, and V data. This data was combined with data from spreadsheet models to determine the overall sustainment requirement. Once all three assaults had occurred and all three RLTs were established ashore, daily resupply requirements were determined. The aggregate sustainment requirements, as determined by the *MAA Study*, totaled 1,149 short tons per day (697 short tons ammunition; 119 short tons fuel; 233 short tons water; and 100 short tons “other” supplies). In this scenario the availability of all eight fielded MV-22 squadrons meant that the overall vertical lift capacity was typically well in excess of the lift required. For example, the *MAA Study* indicates that 155 air sorties were required to meet the entire 1,149 short ton daily lift requirement. There were more than 339 sorties available on a typical day (less any dedicated assault support sorties). This would equate to an unconstrained daily airlift capacity of 2,512 short tons. When nominal aircraft load capacities are applied (again, per the *NEA 2007 MAA Study*), the total nominal daily airlift capacity was calculated as approximately 1,881 short tons.

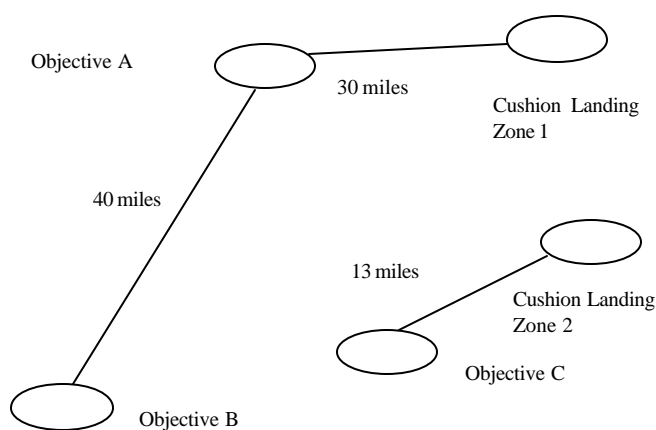


Figure V-7. OMFTS 2015

As described earlier, the resupply network for this scenario focuses upon the movement of needed supplies directly from the seabase to the MCSSDs/battalion logistics trains located on each objective. Once the required assets reached the forward MCSSDs/battalion logistics trains, they were forwarded to the appropriate maneuver unit. The relative location of all nodes considered in this study, along with the distances between each node, is provided in Figure V-7. The specific geographic locations for each location and location identification can be found in Appendix H (Classified SECRET).

Based on this scenario and its prescribed logistical support network, Table V-22 provides the daily resupply requirement for all units operating from each location.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (lbs)	Water (lbs)	Totals
C01	33,537	23,444	54,298	181,108	20,442	5,941	7,793	15,970	505,616	225,710	1,073,859
C02	16,800	11,744	27,200	174,431	10,240	834	4,192	8,000	96,396	115,422	465,258
C03	29,841	20,860	48,314	129,444	18,189	6,003	5,853	14,210	499,278	201,355	973,347
Totals	80,178	56,048	129,812	484,982	48,870	12,778	17,838	38,180	1,101,290	542,487	2,512,463

Table V-22. OMFTS 2015 Daily Resupply Requirement

Table V-23, below, provides a rollout of the daily resupply requirements for each location, converted to short tons. This information is used in task five of this study to establish how much of the requirement can be lifted by air, and then how much must be lifted by TWVs. In this scenario, the nominal air resupply capacity (as extrapolated from the *OMFTS 2015 MAA* using nominal load criteria) is approximately 1,881 short tons per day. After subtracting this airlifted capacity from the total short tons required per day by the maneuver force, it is clear that little if any of their required resupply will need to be carried by TWVs, except for distribution from the MCSSDs to forward maneuver elements.

Location	MRE Wt	II Wt	IV Wt	V Wt	VI Wt	VII Wt	VIII Wt	IX Wt	Fuel (STons)	Water (STons)	Totals
C01	17	12	27	91	10	3	4	8	253	113	537
C02	8	6	14	87	5	0	2	4	48	58	233
C03	15	10	24	65	9	3	3	7	250	101	487
Totals	40	28	65	242	24	6	9	19	551	271	1,256

Table V-23. OMFTS 2015 Total Resupply Requirement in Short Tons

As in the previous two scenarios, the resupply requirements of 1,377 short tons per day for the fixed-wing airfields are not included, and they must therefore be added to Table V-23 for this scenario, as well. Aviation fuel and ordnance daily requirements are figured separately, and are not included in the above table. Daily aviation fuel requirements for this scenario were calculated as 1,312 short tons per day for the fixed-wing airfields (see Appendix I). Daily ordnance requirements for these airfields were calculated as 27 ISO containers per day. Approximately 18 short tons per day in aviation fuel and 45 short tons per day in aviation ordnance are required for all active FARPs, and these requirements must also be added in. Less the ISO containers and the daily resupply delivered by airlift, and adding in the fixed-wing airfield resupply requirement, the daily resupply that must be delivered by TWVs totals 2,127 short tons ($1,256 + 1,377 + 1,312 + 18 + 45 - 1,881 = 2,127$).

7. OMFTS 2015 Extended Scenario. The study team's original intent was to pursue an extended OMFTS scenario; however, after reviewing the scenario's inherent limitations and the results of both the OMFTS and the Extended NEA scenarios, it was determined that such an operation was not tactically feasible, or logistically practical. To make such a scenario work, FCSSAs and CSSAs would have to be moved ashore and, as a consequence, the operation would take on the characteristics of the Extended NEA scenario, which has been discussed previously.

APPENDIX W

EXTEND MODEL

Introduction. The study team proposed to determine the number of tactical wheeled vehicles and trailers required to satisfy the tactical lift requirement by modeling the resupply process (Task 5). We planned to consolidate data on supply and daily resupply support requirements for each planning scenario in spreadsheets. These spreadsheets would be the basis for implementing a model to predict the number and type of tactical wheeled vehicles required to meet lift requirements in each scenario. The study team developed spreadsheet models for each scenario, as proposed, yet we needed an alternative model to verify our results. We chose to develop a dynamic model for verifying the results of the spreadsheet models so we could explore the effects of time and uncertainty more thoroughly. We chose to develop a model in Extend™, an easy-to-use, advanced simulation tool for developing decision support models. We developed a model of a supply distribution system that is flexible enough to be adapted for any of the planning scenarios. We used the model to verify spreadsheet results for the SWA Halt and SWA Extended planning scenarios. This appendix discusses the features of the Extend™ model and compares the Extend™ model results with the results we obtained from the spreadsheet models. We conclude with the lessons we learned in developing the Extend™ model.

Formulating the Model. We proposed that a model of the resupply system should:

- Accept data on lift requirements developed in Task 2.
- Simulate delivery of supplies, accounting for:
 - Commodity to be moved
 - Packaging
 - Distances between nodes in the supply network
 - Loading and unloading
 - Recommended speeds
 - Road conditions
 - Weather
 - Day/night movement
 - Convoys
 - Limitations on drivers.
- Provide the means to determine the number of TWVs and trailers required to meet the tactical lift requirement.

We used the planning scenarios to develop simplified supply distribution networks like the one in Figure W-1. The nodes in the networks were FCSSAs, CSSAs, and MCSSDs. We calculated the resupply demands of all the units in the scenarios and associated

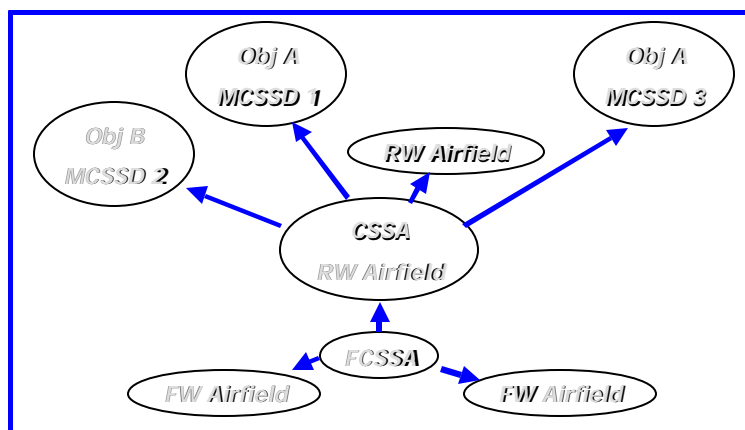


Figure W-1. SWA Extended Network

the demands with the distribution nodes, which would support the units. Using resupply demand, the network, and transportation resources we developed the Extend™ model.

Extend® Fundamentals. An Extend™ model is a document that contains components called blocks. The blocks are connected. Each block contains procedural information as well as data that the user enters or that can be obtained from a database associated with the model. Users create models by adding blocks from various libraries of blocks. One can modify models by adding blocks, moving connections, or changing the blocks' data. A block specifies an action or process. Information comes into the block and is processed by the block's program. The block then transmits the information to the next block in the simulation. A block represents a portion of the model. Blocks can be grouped in hierarchies to simplify model design. Figure W-2 is a simple portion of the model in which the start block initiates an item, values are read from a database, and the item is assigned the attribute of being a MK48 front power unit with a MK18 rear body unit. The item is then sent to the next part of the model.

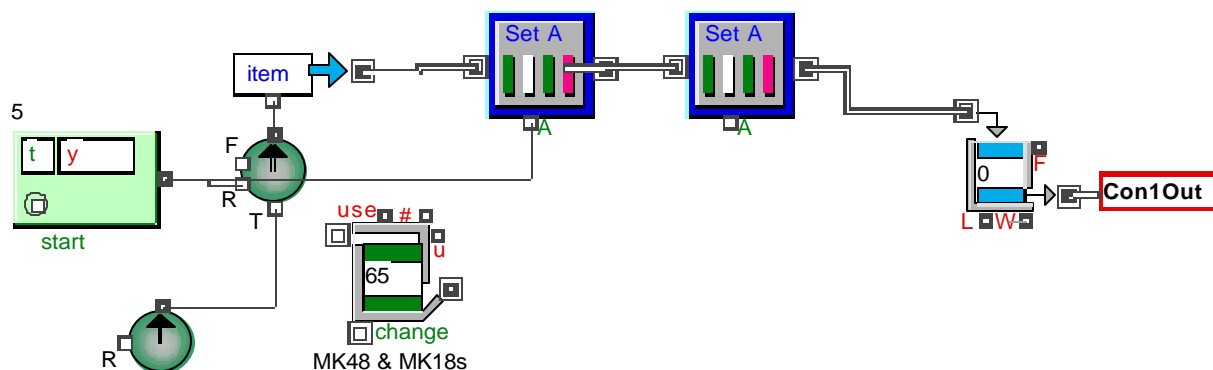


Figure W-2. Extend™ Model Section

The Basic Model. The study team built a model that could be adapted to any of the planning scenarios. The FCSSA is assigned transportation resources to meet the demands of the CSSA and the airfields. Each day in the simulation, the FCSSA receives demands from the CSSA and the airfields and sends transporters to deliver supplies in response. The CSSA has transportation resources to meet the demands of the MCSSDs and the units they support. Each day in the simulation, the CSSA receives demands from the MCSSDs and sends transporters to deliver supplies in response. The model is represented by rectangles that are really layers of blocks in hierarchies, like the section shown in Figure W-2. Figure W-3 is an overview of the model.

The airfield modules contain hierarchies, which simulate transporters traveling to the airfield, unloading, and returning to the FCSSA. There are provisions for operating the trucks in convoys or individually. Since transporters are limited to operating no more than 16 hours per day, they are checked for total time before each trip. At the end of 16 hours of operations, transporters enter a queue and rest for 8 hours of simulation time. The traveling and return modules are also adjusted to reflect time of day and the reduced speeds associated with night operations.

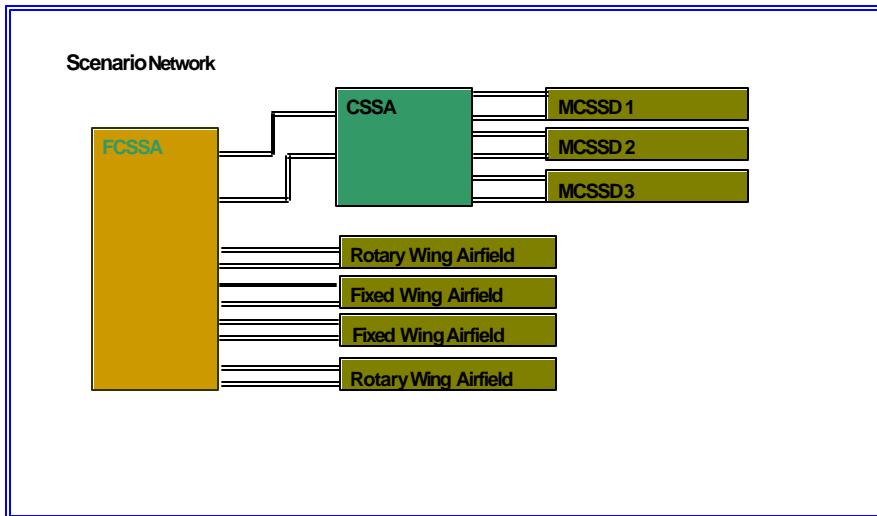


Figure W-3. Extend™ Model Overview

The CSSA also has a supply depot where deliveries from the FCSSA are accumulated. The CSSA must have enough of all types of supply available to meet the MCSSDs' demands. The model simulates travel the same as for the airfield hierarchies and makes the same provisions for convoys, weather and lighting conditions, and operator rest.

Model Application. We used the Extend™ model to verify results obtained from

spreadsheet models for the SWA Halt and SWA Extended planning scenarios. We chose to verify the results of the spreadsheet models for those scenarios because the forces are larger and the distances for supply distribution are greater. The discussion that follows explains the results obtained from using data from a spreadsheet model for the SWA Extended planning scenario as input for the Extend™ model. The spreadsheet model we are verifying in this discussion is the minimum cost, 50% surface delivery spreadsheet model.

The Final Report includes a total of four spreadsheet models for each planning scenario. These four types of spreadsheets are shown in Table W-1. Spreadsheet models vary as to whether the transportation resources reflect minimum cost or strategic footprint and also as to whether 100% of the MCSSDs' demands are carried by surface or only 50%, the rest being transported by air.

	Cost	Strategic Footprint
100% MCSSD demand delivered by surface	Minimum cost; 100% delivery by surface	Minimum strategic footprint; 100% delivery by surface
50% MCSSD demand delivered by surface	Minimum cost; 50% delivery by surface	Minimum strategic footprint; 50% delivery by surface

Table W-1. Spreadsheet Models for Scenarios

The spreadsheet models contain demands for types of supplies for all the nodes in the supply distribution network built from the planning scenario. The spreadsheet model recommends minimum transportation needs to satisfy those demands. We used the demands and transportation resources from the spreadsheets as inputs to the Extend™ model. The minimum cost, 50% surface delivery MCSSD spreadsheet recommended using transportation resources as shown in Table W-2. The study team used these transportation resources and the demands from the minimum cost, 50% surface delivery MCSSD spreadsheet as inputs to the Extend™ model. Our results are shown in the following tables and figures.

<i>Transporter</i>	<i>FCSSA</i>	<i>CSSA</i>
LVSF	18	0
MTVR 14'	18	69
MTVR 20'	74	7
MFTR	37	75
M970	26	0

Table W-2. FCSSA and CSSA Transportation Resources

<i>ISO Containers</i>				
<i>Airfields</i>				
	<i>Rotary Wing One</i>	<i>Rotary Wing Two</i>	<i>Fixed Wing One</i>	<i>Fixed Wing Two</i>
<i>ISO Size</i>				
Greater than 15 tons	4	4	12	12
Less than 15 tons	3	3	4	4

Table W-3. Airfield ISO Requirements

There are four airfields in the scenario, two for rotary-wing aircraft and two for fixed-wing aircraft. The FCSSA delivers ISO containers to all four airfields. The ISOs are in two sizes, greater than 15 tons or less than or equal to 15 tons. Daily requirements for delivery vary very slightly; however, Table W-3 shows the typical daily requirement for ISOs at each of the airfields. Figures W-4 through W-7 show the delivery patterns for ISOs at the rotary-wing airfields.

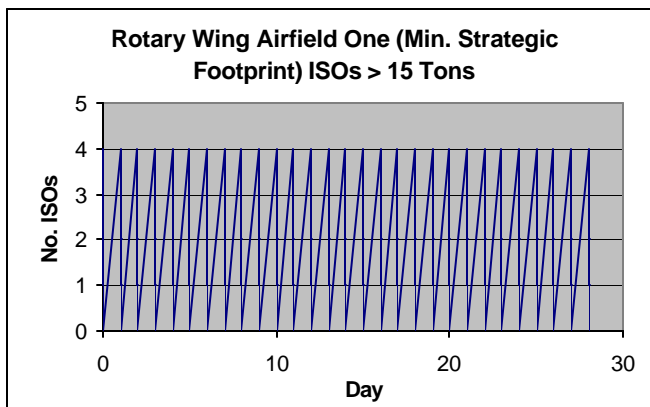


Figure W-4. Rotary-Wing Airfield 1 ISOs > 15 Tons

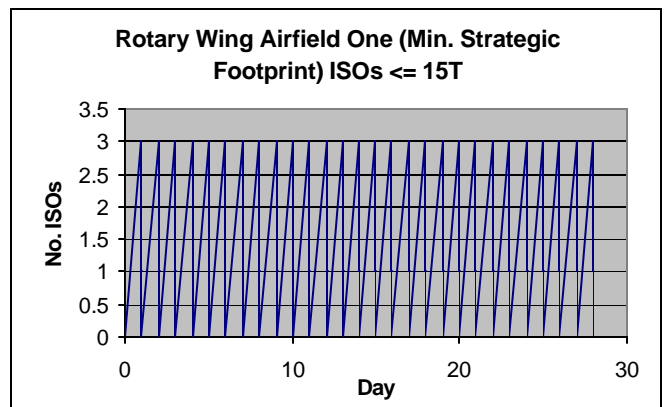


Figure W-5. Rotary-Wing Airfield 1 ISOs <= 15 Tons

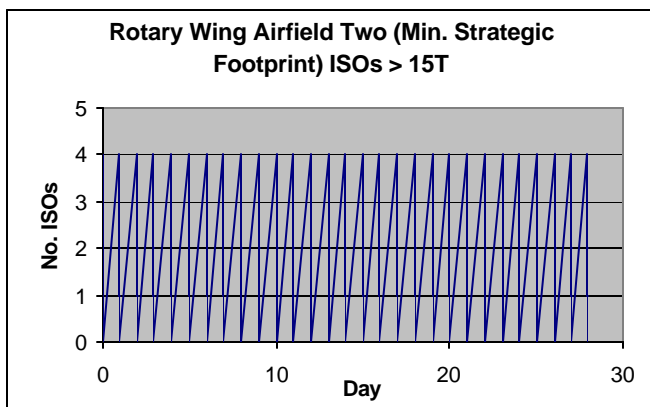


Figure W-6. Rotary-Wing Airfield 2 ISOs > 15 Tons

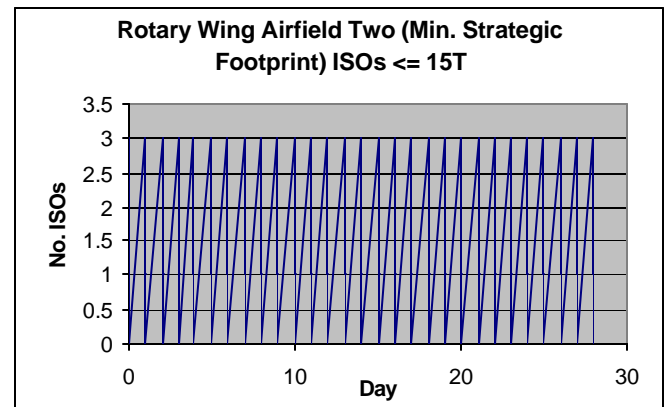


Figure W-7. Rotary-Wing Airfield 2 ISOs <= 15 Tons

As Table W-3 shows, the fixed-wing airfields have higher ISO requirements than the rotary-wing airfields. Figures W-8 through W-11 depict the ability of the FCSSA transportation resources to satisfy daily fixed-wing airfield ISO requirements. The figures show that the FCSSA transportation resources used as input are able to satisfy the daily demands of the airfields. At the same time, the FCSSA must also support a CSSA that will provide for the needs of the MCSSDs, which in turn support the combat and combat support elements.

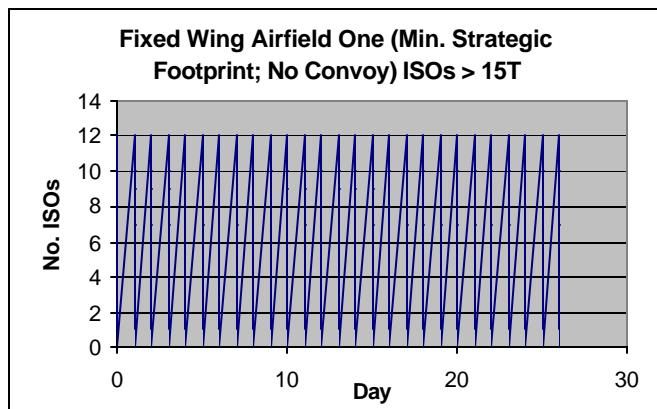


Figure W-8. Fixed-Wing Airfield One ISOs > 15 Tons

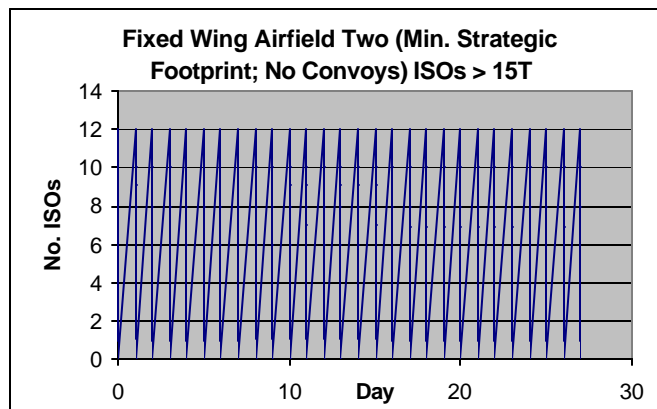


Figure W-9. Fixed-Wing Airfield Two ISOs > 15 Tons

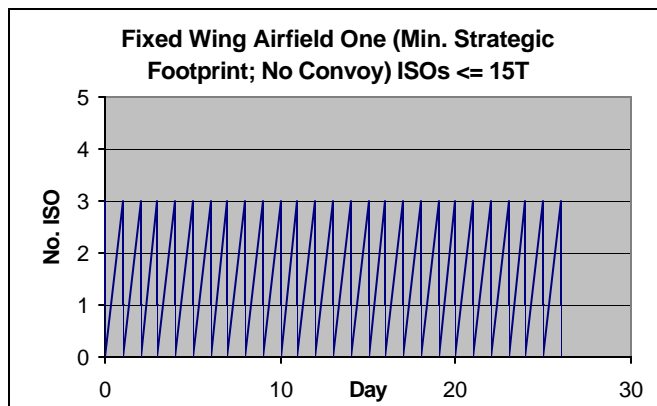


Figure W-10. Fixed-Wing Airfield One ISOs <= 15 Tons

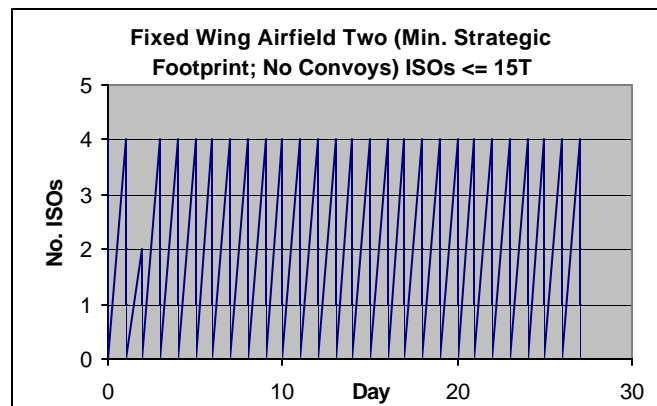


Figure W-11. Fixed-Wing Airfield Two ISOs <= 15 Tons

CSSA Daily Demand (Selected days)							
Supply Class	Day 1	Day 5	Day 9	Day 13	Day 17	Day 19	Day 21
ISO Container > 15T	7	7	7	6	4	5	5
ISO Container <= 15T	34	35	35	33	28	28	28
Water	118501	96223	96223	96223	96223	96223	96223
Fuel	157776	150047	151066	151066	119991	119991	119991

Table W-4. CSSA Daily Demand

Table W-4 shows daily requirements for supply classes at the CSSA. The entire scenario lasts 29 days; however, we have only presented a portion of the data for brevity. The CSSA receives ISOs and unpacks the supplies for further transfer to the MCSSDs. The CSSA also receives water and fuel for the MCSSDs. The Extend™ model had to be able to establish a supply depot to represent the CSSA, which it did. If there were not sufficient supplies at the CSSA, the MCSSDs could not be resupplied. Figures W-12 through W-15 show deliveries of supply classes at the CSSA. The transportation resources at the FCSSA were able to meet all of the daily demands at the CSSA.

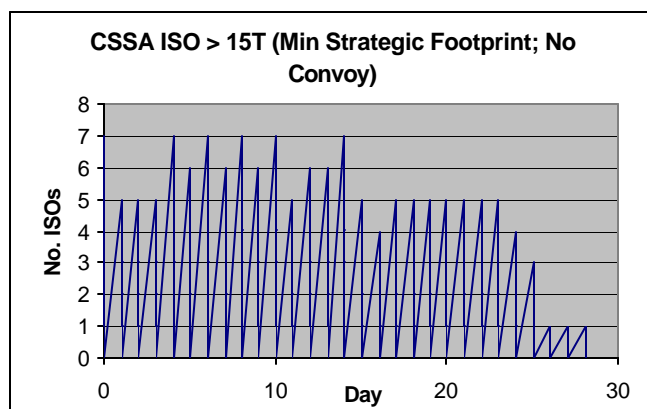


Figure W-12. CSSA ISO >15 Tons

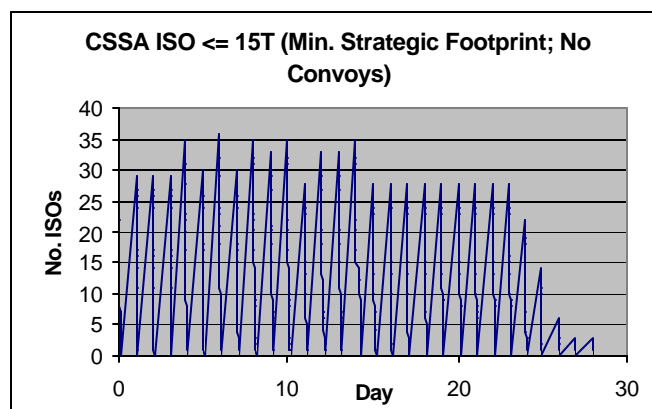


Figure W-13. CSSA ISO <= 15 Tons

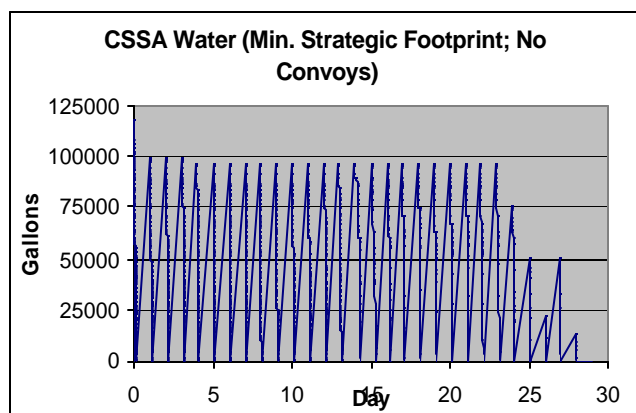


Figure W-14. CSSA Water

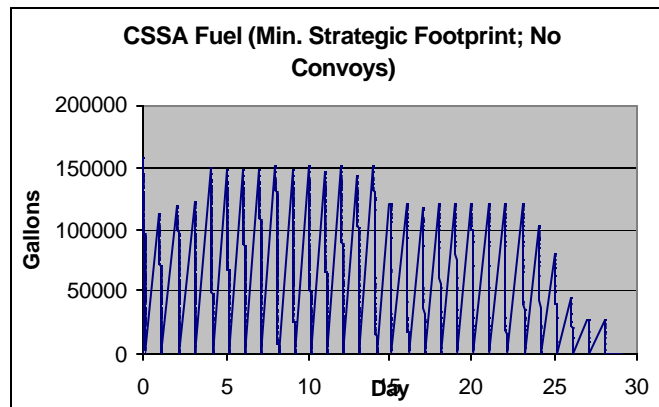


Figure W-15. CSSA Fuel

The SWA Extended scenario includes three MCSSDs that provide support for combat and combat support elements. The CSSA receives ISO containers, unpacks them, and uses assigned transportation resources to deliver supplies to the MCSSDs. The MCSSDs receive water, fuel, ammunition, rations, and other classes of supply from the CSSA. Table W-5 shows representative

Supply Classes	Distribution Nodes		
	MCSSD 1	MCSSD 2	MCSSD 3
Water	10,481	14,573	12,205
Fuel	9,883	27,295	15,439
Ammo	8,115	21,464	15,501
MRE	13	19	16
Other	719	993	834

Table W-5. Representative MCSSD Demands

daily demands for the three MCSSDs in the scenario. To meet mission requirements, CSSA transportation resources must meet these demands. Figures W-16 through W-30 show how well the mission requirements were met.

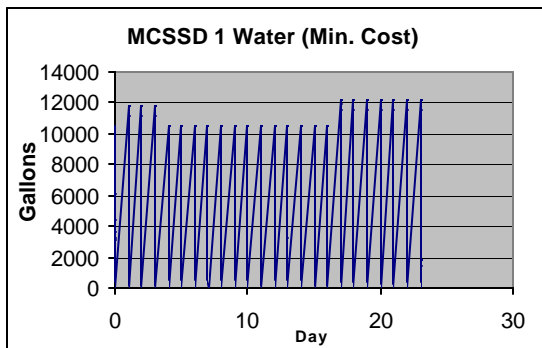


Figure W-16. MCSSD 1 Water

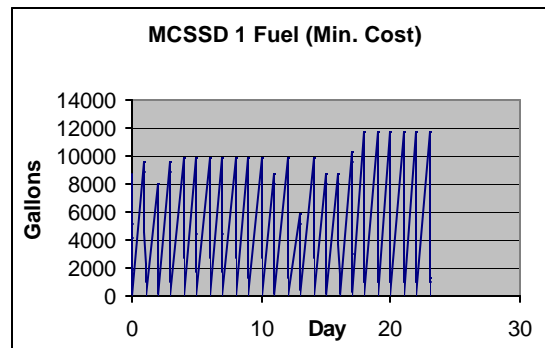


Figure W-17. MCSSD 1 Fuel

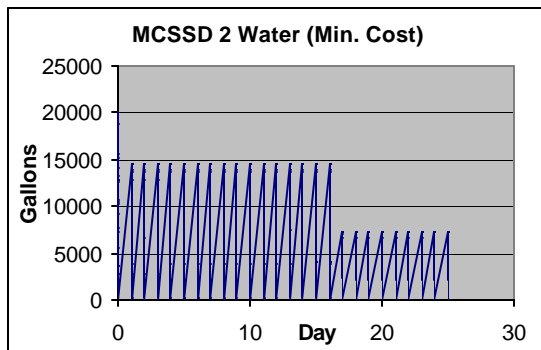


Figure W-18. MCSSD 2 Water

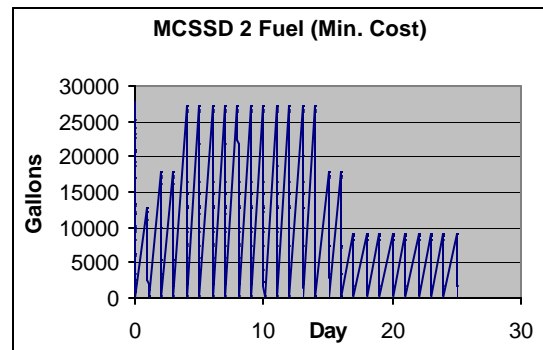


Figure W-19. MCSSD 2 Fuel

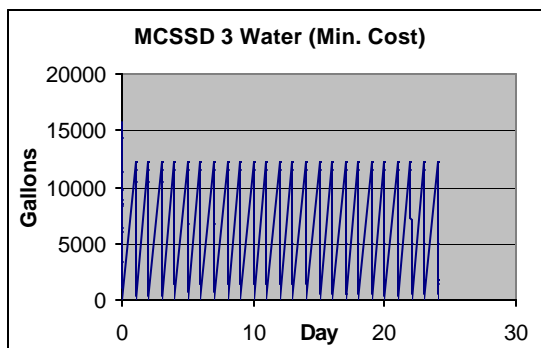


Figure W-20. MCSSD 3 Water

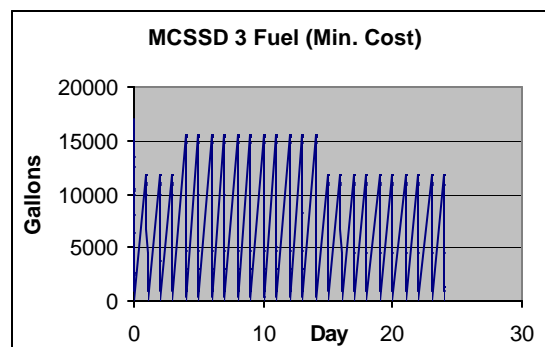


Figure W-21. MCSSD 3 Fuel

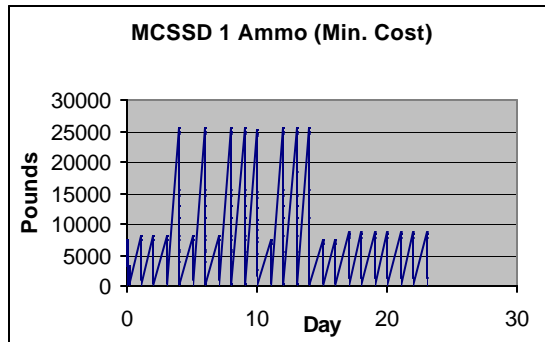


Figure W-22. MCSSD 1 Ammunition

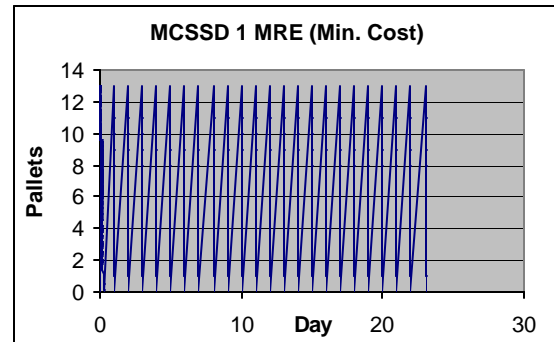


Figure W-23. MCSSD 1 MRE

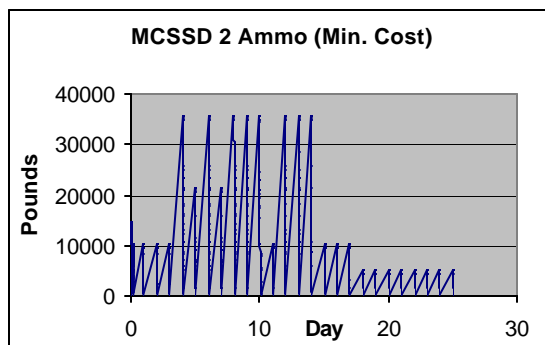


Figure W-24. MCSSD 2 Ammunition

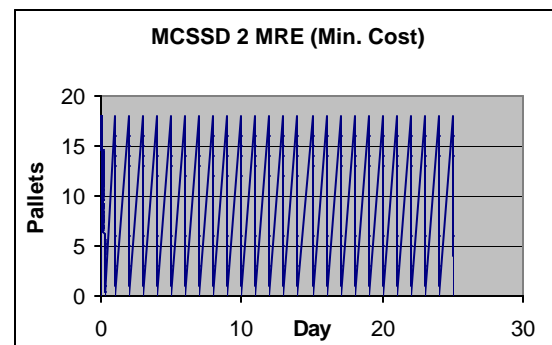


Figure W-25. MCSSD 2 MRE

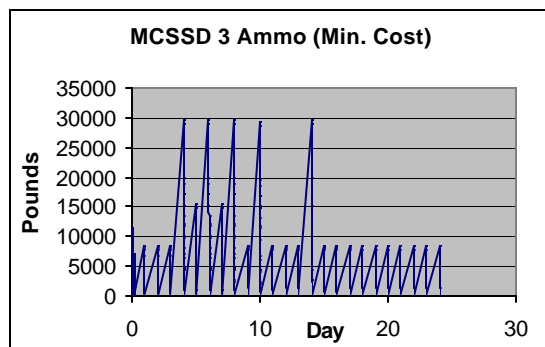


Figure W-26. MCSSD 3 Ammunition

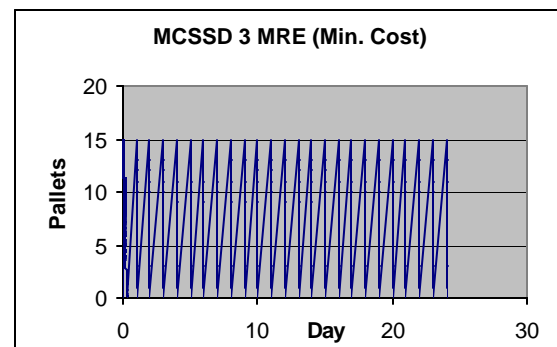


Figure W-27. MCSSD 3 MRE

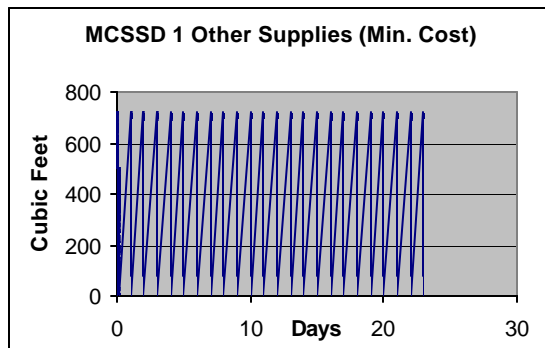


Figure W-28. MCSSD 1 Other Supplies

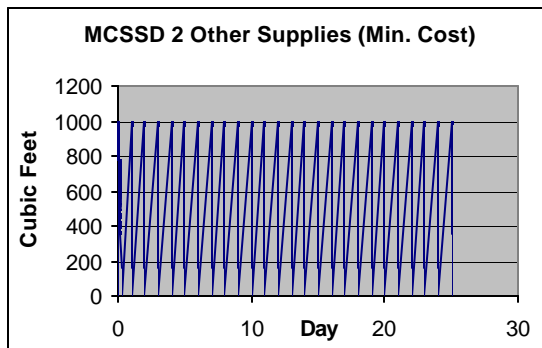


Figure W-29. MCSSD 2 Other Supplies

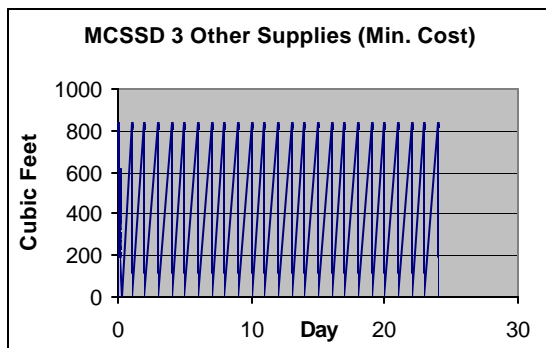


Figure W-30. MCSSD 3 Other Supplies

Lessons Learned and Modifications. The model was first built to use a preferred transporter to move the appropriate type cargo. If there is a demand to move a cargo type, the model attempts to assign a transporter in the order of transporter preference. So, the model would attempt to assign a demand to move fuel first to an M931 with an M970, then to the transporter next preferred. This structure allows demands to compete for transporters able to satisfy them and works well enough so long as there are several types of transporters able to satisfy a demand. The study team found it necessary to modify the model in the

case of MK48s/MK18s. We found that if MK48s/MK18s were used to carry other cargo, we could not satisfy the demand for ISOs greater than 15 tons at the fixed-wing airfields. We changed the model so that MK48s/MK18s would only be assigned to carry ISO containers larger than 15 tons and added seven additional MK48s/MK18s, which allowed us to satisfy the demand for large ISOs.

The model is built to operate vehicles in convoy, and the user can select the convoy size. The data presented in this appendix came from simulation runs in which convoy size is one. The same results are obtained when convoy size is increased to 12 - 15 trucks. If the number of vehicles in a convoy is increased above 15, more vehicles have to be added to the transportation pool to meet mission requirements and satisfy lift demand. The model reacts to convoys by pooling vehicles until the required number of vehicles is accumulated. As the size of the convoy grows to become a relatively large proportion of the number of vehicles available, it takes longer to assemble a convoy of the required size, and transporters are delayed in the queue waiting for another convoy to return.

The model includes a supply depot representing the CSSA where transporters arrive from the FCSSA and unload supplies for further shipment to the MCSSDs. The model is sensitive to the rate at which supplies are unloaded, especially ISO containers. Slow unloading can cause excessive queuing.

Conclusion. The study team believes that the results from the spreadsheet models and the Extend™ model are consistent, indicating that we have a reasonable point estimate of the number of vehicles necessary to meet the line haul mission.

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	60	60	0	0	17	17	42	42	8	8	33	33
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	254	254	76	76		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	144	144	13	13	30	30	43	43	11	11	40	40
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	10	10	0	0	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	2	2	3	3	0	0		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	8	16		0		0		0
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	10	10	0	0	3	3	1	1		0	1	1
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	40	40	2	2	20	20	30	30	4	4	26	26
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	7	7	0	0	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	7	7	0	0	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	35	35	0	0	9	9		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	3	3	0	0	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	8	8	0	0	6	6	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	12	12	0	0	12	12		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	8	8	0	0	3	3		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	0	0		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	8	8	0	0		0		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	2	2	0	0		0	4	4	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	8	40		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	6	6	0	0	3	3		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	2	2	0	0	1	1		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMAINTCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	21	21	0	0		0	80	80	2	2	78	78
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	36	36	0	0	29	29		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	9	9	0	0		0		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	4	4	10	10	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	2	2	2	2		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	6	6	2	2		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	2	2	0	0	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	0	0		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	4	4	0	0	0	0		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	2	2	3	3	1	1		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I1022	DET, HQCO, HQBN/MPS2	1		0		0	7	7	0	0	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	7	7	0	0	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	35	35	0	0	9	9		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	3	3	0	0	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	8	8	0	0	6	6	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	12	12	0	0	12	12		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	8	8	0	0	3	3		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	0	0		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	8	8	0	0		0		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	2	2	0	0		0	4	4	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	8	40		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	6	6	0	0	3	3		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	2	2	0	0	1	1		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Bldg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	21	21	0	0		0	80	80	2	2	78	78
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	36	36	0	0	29	29		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	9	9	0	0		0		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	4	4	10	10	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	2	2	2	2		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	6	6	2	2		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	2	2	0	0	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	0	0		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	4	4	0	0	0	0		0		0		0
I8694	DET, LAADBTRY, LAADB/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	2	2	3	3	1	1		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	7	7	0	0	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	7	7	0	0	3	3		0		0		0
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	35	35	0	0	9	9		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Bldg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	3	3	0	0	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	8	8	0	0	6	6	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	12	12	0	0	12	12		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	8	8	0	0	3	3		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	0	0		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	8	8	0	0		0		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	2	2	0	0		0	4	4	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	8	40		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	6	6	0	0	3	3		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	2	2	0	0	1	1		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	21	21	0	0		0	80	80	2	2	78	78
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	36	36	0	0	29	29		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	9	9	0	0		0		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	4	4	10	10	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	2	2	2	2		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	6	6	2	2		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	2	2	0	0	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	0	0		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	4	4	0	0	0	0		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	2	2	3	3	1	1		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSERVPTSCL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1		0	13	13		0	0	0		0		0		0		0
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	21	21	0	0	10	10	0	0	0	0	0	0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	20	20	0	0	8	8	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	105	105	0	0	57	57	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	21	21	0	0	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	20	20	0	0	8	8	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	105	105	0	0	57	57	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	20	20	0	0	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	16	16	0	0	6	6	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	64	64	0	0	35	35	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	21	21	0	0	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	16	16	0	0	8	8	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	102	102	0	0	57	57	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	10	30	0	0	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	10	30	0	0	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	10	10	0	0	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	10	10	0	0	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	10	20	0	0	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	10	10	0	0	11	11	3	3	3	3	0	0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	10	10	0	0	11	11	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	10	10	0	0	11	11	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	44	44	0	0	12	12	10	10	1	1	8	8
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	44	44	0	0	12	12	10	10	1	1	8	8
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	44	44	0	0	12	12	4	4	0	0	4	4
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	44	44	0	0	12	12	4	4	0	0	4	4
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	14	14	0	0	3	3	5	5	0	0	4	4
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	0	0	0	0	2	4	0	0	2	4
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	14	14	0	0	3	3	5	5	0	0	4	4
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	0	0	0	0	1	4	0	0	1	4
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	0	0	0	0	1	1	0	0	1	1
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	14	14	0	0	3	3	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	23	23	0	0	6	6	5	5	1	1	4	4
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	23	23	0	0	6	6	5	5	1	1	4	4
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	23	23	0	0	6	6	5	5	1	1	4	4
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	23	23	0	0	6	6	5	5	1	1	4	4
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	45	45	40	40	0	0	14	14	10	10	3	3	6	6
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	8	96	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	10	40	0	0	3	12	3	12	0	0	3	12
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	45	45	40	40	0	0	14	14	10	10	5	5	4	4

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		M1VR Cargo 14'		M1VR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	8	96	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	10	40	0	0	3	12	2	8	0	0	2	8
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	46	46	51	51	0	0	14	14	7	7	3	3	3	3
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	8	32	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	10	10	0	0	3	3	3	3	0	0	3	3
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	45	45	38	38	0	0	14	14	6	6	3	3	4	4
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	8	120	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	10	50	0	0	3	15	3	15	0	0	3	15
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	26	26	0	0	2	2	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0
N3194	BEACH&TERMINAL OPSCO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	94	94	0	0	5	5	94	94	13	13	94	94
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	36	72	0	0	36	72	43	86	0	0	44	88
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	26	26	0	0	6	6	0	0	0	0	0	0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		M1VR Cargo 14'		M1VR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	94	94	0	0	5	5	78	78	13	13	78	78
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	36	72	0	0	36	72	52	104	0	0	52	104
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	5	5	0	0	2	2	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MIVR Cargo 14'		MIVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	90	90	0	0	31	31	91	91	12	12	82	82
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	21	21	0	0	6	6	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	16	16	0	0	10	10	42	42	6	6	41	41
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	26	52	0	0	26	52	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	41	41	0	0	5	5		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	34	34	10	10	10	10	9	9	2	2	7	7
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	41	41	0	0	3	3		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	36	36	10	10	10	10	9	9	2	2	7	7
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	32	32	5	5	10	10	9	9	1	1	8	8
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	31	31	5	5	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	8	8	6	6	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	8	8	6	6	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	8	8	6	6	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	8	8	6	6	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	6	6	0	0	3	3		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	6	12	0	0	3	6		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	6	6	0	0	3	3		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	6	12	0	0	3	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	2	2		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	2	2		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	2	2		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	2	2		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	4	4	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	4	4	0	0		0		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	2	2	7	7	2	2		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	2	2	7	7	2	2		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREPOR	1		0	2	2		0		0		0		0		0		0
W1121	HQCO, INFREGT/PREPOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREPOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREPOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREPOR	3		0	10	30		0		0	8	24		0		0		0

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		MK48 FPU		Mk16 5th Wh		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W2209	HQBTRY, ARTYBN, ARTYREGT/PREPONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREPONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREPONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREPONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREPONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREPONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREPONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREPONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8702	DET, MWSS (FW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10		0	0	0	0	0	0	0	0	0	0	0
	WRMR	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0
	Totals	0	530	1608	0	7582		5166	0	801	0	2176	0	1528	0	270	0	1230
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							5313		854								

BASELINE MARINE CORPS ACQUISITION OBJECTIVES

VEHICLE BREAKOUT Baseline Acquisition Objectives	ITV	M1123	MTVR	MTVR	MFTR	Mk48	Mk16	Mk18A1
	Cargo	Cargo	Cargo 14'	Cargo 20'		FPU	5th Wheel	Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,342	3,239	503	1,220	969	172	790
Supporting Establishment	114	535	525	104	71	101	19	89
Schools	0	331	100	15	37	58	8	49
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	144	13	30	43	11	40
Depot Maintenance Float Account (DMFA)	0	2	254	76	0	0	0	0
Active End Items	912	3,807	2,714	399	1,149	868	153	701
I MEF	374	1,490	1,055	156	438	333	46	282
II MEF	310	1,464	1,038	152	445	328	54	269
III MEF	228	853	621	91	266	207	53	150
Reserve End Items (REI)	342	1,538	970	139	488	167	41	115
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	1,104	212	468	392	57	325
MPS-1	42	439	319	53	144	109	15	90
MPS-2	42	439	319	53	144	109	15	90
MPS-3	42	439	319	53	144	109	15	90
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,582	5,313	854	2,176	1,528	270	1,230

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	85	85	302	302		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	68	68	95	95	31	31	41	41	11	11	38	38
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	5	5	1	1	1	1		0	1	1

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	9	9	22	22	5	5	33	33	4	4	29	29
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	12	12	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	8	8	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	0	0		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	10	10	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	4	4	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	3	3	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	4	4	10	10	2	2	89	89	2	2	86	86
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	8	8	17	17	8	8		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	14	14	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	12	12	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	8	8	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	0	0		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	10	10	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	4	4	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	3	3	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/SMAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	4	4	10	10	2	2	89	89	2	2	86	86
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	8	8	17	17	8	8		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	14	14	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	12	12	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	8	8	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	0	0		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	10	10	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	4	4	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	3	3	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	4	4	10	10	2	2	89	89	2	2	86	86
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	8	8	17	17	8	8		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	2	2		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	14	14	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSEVSPTSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1		0	13	13		0	0	0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	0	0	0	0	2	4	0	0	2	4
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	0	0	0	0	1	4	0	0	1	4
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	0	0	0	0	1	1	0	0	1	1
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	14	14	4	4	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	3	3	6	6
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTRV Cargo 14'		MTRV Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	5	20	1	4	3	12	0	0	3	12
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	5	5	4	4
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	5	20	1	4	2	8	0	0	2	8
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	28	28	0	0	7	7	3	3	3	3
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	5	5	1	1	3	3	0	0	3	3
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	20	20	0	0	6	6	3	3	4	4
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	5	25	1	5	3	15	0	0	3	15
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0
N3194	BEACH&TERMINAL OPSO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	24	24	64	64	6	6	50	50	13	13	50	50

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	7	14	9	18	8	16	67	134	0	0	67	134
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	24	24	64	64	6	6	42	42	13	13	42	42
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	7	14	9	18	8	16	80	160	0	0	80	160
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	20	20	44	44	9	9	101	101	12	12	91	91
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	4	4	10	10	1	1	47	47	6	6	46	46
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	5	10	6	12	5	10	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIUU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	23	23	10	10	9	9	1	1	8	8
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	23	23	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREONOR	1		0	2	2		0		0		0		0		0		0
W1121	HQCO, INFREGT/PREONOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREONOR	1		0	0	0		0		0	5	5	1	1	1	1		0

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTRV Cargo 14'		MTRV Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8702	DET, MWSS (FW)/PREONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals			1608		7500		2319		3925		2263		1581		270		1282

MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							2466		3978								

VEHICLE BREAKOUT Minimum Strategic Footprint Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	1,418	2,464	1,311	990	172	813
Supporting Establishment	114	535	285	412	72	85	19	78
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	68	95	31	41	11	38
Depot Maintenance Float Account (DMFA)	0	2	85	302	0	0	0	0
Active End Items	912	3,745	1,133	2,052	1,239	905	153	735
I MEF	374	1,470	430	832	492	337	46	284
II MEF	310	1,444	434	798	488	348	54	289
III MEF	228	831	269	422	259	220	53	162
Reserve End Items (REI)	342	1,518	460	684	506	172	41	120
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	588	830	444	419	57	349
MPS-1	42	439	147	259	136	118	15	98
MPS-2	42	439	147	259	136	118	15	98
MPS-3	42	439	147	259	136	118	15	98
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	2,466	3,978	2,261	1,581	270	1,282

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	146	146	315	315		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	84	84	104	104	40	40	25	25	11	11	24	24
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	7	7	1	1	0	0		0	0	0
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	74	74	22	22	67	67	4	4	4	4	4	4
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	14	14	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	10	10	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	1	2		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	11	11	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	2	2	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	4	4	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	39	39	10	10	33	33	13	13	2	2	12	12
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	66	66	17	17	98	98		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	15	15	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	14	14	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	10	10	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	1	2		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	11	11	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	2	2	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	4	4	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	39	39	10	10	33	33	13	13	2	2	12	12
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	66	66	17	17	98	98		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	15	15	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	14	14	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	10	10	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	1	2		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	11	11	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	2	2	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	4	4	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	39	39	10	10	33	33	13	13	2	2	12	12
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	66	66	17	17	98	98		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	15	15	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1		0	13	13		0	0	0		0		0		0		0
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1512	TANKCO(MIA1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1522	TANKCO(MIA1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	1	2	0	0	0	0	0	0	0	0
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	1	4	0	0	0	0	0	0	0	0
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	18	18	4	4	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	3	3	0	0
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	5	5	0	0
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	33	33	0	0	3	3	3	3	0	0
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	7	7	1	1	0	0	0	0	0	0
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	24	24	0	0	3	3	3	3	0	0
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	7	35	1	5	0	0	0	0	0	0
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0
N3194	BEACH&TERMINAL OPSCO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	40	40	64	64	10	10	36	36	13	13	36	36
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	133	266	9	18	125	250	0	0	0	0	0	0
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	40	40	64	64	10	10	30	30	13	13	30	30
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	133	266	9	18	125	250	0	0	0	0	0	0
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	166	166	44	44	106	106	15	15	12	12	13	13
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	30	30	8	8	36	36	7	7	6	6	6	6
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	48	96	13	26	89	178	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4725	FIIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	26	26	10	10	2	2	1	1	0	0
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	26	26	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1024	DET, MPCO, HQBN/PREONOR	1		0	2	2		0		0		0		0		0		0
W1121	HQCO, INFREGT/PREONOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREONOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREONOR	1		0	1	1		0		0		0		0		0		0

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W8672	DET, MASS, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8702	DET, MWSS (FW)/PREONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1		0		0		0		0		0		0		0		0
	Totals	0		1608		7500		3534		4124		3471		715		270		441
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							3681		4177								

VEHICLE BREAKOUT Minimum Cost Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	M18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	2,242	2,581	1,955	431	172	268
Supporting Establishment	114	535	362	434	81	69	19	64
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	84	104	40	25	11	24
Depot Maintenance Float Account (DMFA)	0	2	146	315	0	0	0	0
Active End Items	912	3,745	1,880	2,147	1,874	362	153	204
I MEF	374	1,470	698	875	730	137	46	83
II MEF	310	1,444	702	837	726	136	54	78
III MEF	228	831	480	435	418	89	53	43
Reserve End Items (REI)	342	1,518	572	739	709	99	41	46
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	867	857	807	185	57	127
MPS-1	42	439	240	268	257	40	15	24
MPS-2	42	439	240	268	257	40	15	24
MPS-3	42	439	240	268	257	40	15	24
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	3,681	4,177	3,471	715	270	441

MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

VEHICLE BREAKOUT Minimum Strategic Footprint Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	1,418	2,464	1,311	990	172	813
Supporting Establishment	114	535	285	412	72	85	19	78
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	68	95	31	41	11	38
Depot Maintenance Float Account (DMFA)	0	2	85	302	0	0	0	0
Active End Items	912	3,745	1,133	2,052	1,239	905	153	735
I MEF	374	1,470	430	832	492	337	46	284
II MEF	310	1,444	434	798	488	348	54	289
III MEF	228	831	269	422	259	220	53	162
Reserve End Items (REI)	342	1,518	460	684	506	172	41	120
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	588	830	444	419	57	349
MPS-1	42	439	147	259	136	118	15	98
MPS-2	42	439	147	259	136	118	15	98
MPS-3	42	439	147	259	136	118	15	98
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	2,466	3,978	2,261	1,581	270	1,282

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMS Unit Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	107	107	296	296		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	68	68	95	95	31	31	41	41	11	11	38	38
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	5	5	1	1	1	1		0	1	1

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	24	24	17	17	4	4	20	20	4	4	17	17
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	12	12	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	8	8	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	0	0		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	10	10	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	4	4	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	3	3	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/MAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	13	13	8	8	2	2	54	54	2	2	52	52
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	22	22	14	14	6	6		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	14	14	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	12	12	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	8	8	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	0	0		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	10	10	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	4	4	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	3	3	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	13	13	8	8	2	2	54	54	2	2	52	52
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	22	22	14	14	6	6		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	14	14	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	12	12	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	8	8	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	0	0		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	10	10	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	4	4	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	3	3	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	13	13	8	8	2	2	54	54	2	2	52	52
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	22	22	14	14	6	6		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	14	14	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS	1		0	13	13		0	0	0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	(MOB)																	
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	0	0	0	0	2	4	0	0	2	4
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	0	0	0	0	1	4	0	0	1	4
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	0	0	0	0	1	1	0	0	1	1
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	14	14	4	4	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	3	3	6	6

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	5	20	1	4	3	12	0	0	3	12
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	5	5	4	4
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	5	20	1	4	2	8	0	0	2	8
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	28	28	0	0	7	7	3	3	3	3
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	5	5	1	1	3	3	0	0	3	3
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	20	20	0	0	6	6	3	3	4	4
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	5	25	1	5	3	15	0	0	3	15
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3194	BEACH&TERMINAL OPSCO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	65	65	53	53	7	7	35	35	13	13	35	35
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	18	36	6	12	5	10	39	78	0	0	39	78
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	65	65	53	53	7	7	29	29	13	13	29	29
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	18	36	6	12	5	10	47	94	0	0	47	94
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	55	55	35	35	6	6	61	61	12	12	55	55
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	9	9	6	6	2	2	28	28	6	6	28	28
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	16	32	10	20	5	10	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	23	23	10	10	9	9	1	1	8	8
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	23	23	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADB	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADB	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADB	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADB	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADB (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADB (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREONOR	1		0	2	2		0		0		0		0		0		0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1121	HQCO, INFREGT/PREPONOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREPONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREPONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPONOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	I55BTRY, ARTYBN, ARTYREGT/PREPONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREPONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREPONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREPONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREPONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREPONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREPONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREPONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREPONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0

MCSSD MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W8702	DET, MWSS (FW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	0		1608		7500		2613		3860		2242		1254		270		964
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							2760		3913								

VEHICLE BREAKOUT MCSSD Minimum Square Foot	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	1,616	2,410	1,297	746	161	577
Supporting Establishment	114	535	307	406	72	44	8	40
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	68	95	31	41	11	38
Depot Maintenance Float Account (DMFA)	0	2	107	296	0	0	0	0
Active End Items	912	3,745	1,309	2,004	1,225	702	153	537
I MEF	374	1,470	493	815	487	266	46	213
II MEF	310	1,444	497	781	483	269	54	210
III MEF	228	831	319	408	255	167	53	114
Reserve End Items (REI)	342	1,518	487	688	507	153	41	102
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	657	815	438	314	57	247
MPS-1	42	439	170	254	134	83	15	64
MPS-2	42	439	170	254	134	83	15	64
MPS-3	42	439	170	254	134	83	15	64
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	2,760	3,913	2,242	1,254	270	964

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	123	123	317	317		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	84	84	104	104	40	40	25	25	11	11	24	24
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	7	7	1	1	0	0		0	0	0

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	49	49	22	22	35	35	4	4	4	4	4	4
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	14	14	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	10	10	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	1	2		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	11	11	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	2	2	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	4	4	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/MAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	26	26	10	10	17	17	13	13	2	2	12	12
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	44	44	17	17	52	52		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	15	15	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	14	14	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	10	10	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	1	2		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	11	11	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	2	2	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	4	4	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	26	26	10	10	17	17	13	13	2	2	12	12
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	44	44	17	17	52	52		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	15	15	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	14	14	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	10	10	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	1	2		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	11	11	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	2	2	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	4	4	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	26	26	10	10	17	17	13	13	2	2	12	12
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	44	44	17	17	52	52		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	15	15	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSEVSPTSOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS	1		0	13	13		0	0	0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	(MOB)																	
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	1	2	0	0	0	0	0	0	0	0
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	1	4	0	0	0	0	0	0	0	0
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	18	18	4	4	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	3	3	0	0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	5	5	0	0
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	33	33	0	0	3	3	3	3	0	0
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	7	7	1	1	0	0	0	0	0	0
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	24	24	0	0	3	3	3	3	0	0
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	7	35	1	5	0	0	0	0	0	0
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3194	BEACH&TERMINAL OPSCO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	32	32	70	70	12	12	36	36	13	13	36	36
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	86	172	6	12	63	126	0	0	0	0	0	0
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	32	32	70	70	12	12	30	30	13	13	30	30
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	86	172	6	12	63	126	0	0	0	0	0	0
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	111	111	44	44	56	56	15	15	12	12	13	13
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	20	20	8	8	19	19	7	7	6	6	6	6
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	32	64	13	26	47	94	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	26	26	10	10	2	2	1	1	0	0
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	26	26	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREPOR	1		0	2	2		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1121	HQCO, INFREGT/PREPONOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREPONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREPONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPONOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREPONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREPONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREPONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREPONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREPONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREPONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREPONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREPONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREPONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0

MCSSD MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W8702	DET, MWSS (FW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals			1608		7500		3080		4126		2858		715		270		441
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							3227		4179								

VEHICLE BREAKOUT MCSSD Minimum Cost Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	1,935	2,583	1,629	406	161	244
Supporting Establishment	114	535	339	436	81	44	8	40
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	84	104	40	25	11	24
Depot Maintenance Float Account (DMFA)	0	2	123	317	0	0	0	0
Active End Items	912	3,745	1,596	2,147	1,548	362	153	204
I MEF	374	1,470	596	875	608	137	46	83
II MEF	310	1,444	600	837	604	136	54	78
III MEF	228	831	400	435	336	89	53	43
Reserve End Items (REI)	342	1,518	530	739	608	99	41	46
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	762	857	621	185	57	127
MPS-1	42	439	205	268	195	40	15	24
MPS-2	42	439	205	268	195	40	15	24
MPS-3	42	439	205	268	195	40	15	24
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	3,227	4,179	2,858	715	270	441

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	72	72	315	315		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVPTSOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	68	68	95	95	31	31	41	41	11	11	38	38
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	5	5	1	1	1	1		0	1	1

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	0	0	29	29	4	4	32	32	4	4	28	28
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	12	12	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	8	8	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	0	0		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	10	10	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, HQBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	4	4	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	3	3	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/EMAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	0	0	14	14	2	2	87	87	2	2	84	84
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	0	0	24	24	7	7		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	14	14	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	12	12	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	8	8	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	0	0		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	10	10	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	4	4	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	3	3	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	0	0	14	14	2	2	87	87	2	2	84	84
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	0	0	24	24	7	7		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	14	14	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	12	12	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	8	8	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	0	0		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	10	10	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	4	4	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	3	3	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	0	0	14	14	2	2	87	87	2	2	84	84
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	0	0	24	24	7	7		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	14	14	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSEVSPTSOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS	1		0	13	13		0	0	0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	(MOB)																	
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	45	45	27	27	10	10	1	1	8	8
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	45	45	27	27	4	4	0	0	4	4
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	0	0	0	0	2	4	0	0	2	4
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	0	0	0	0	2	2	0	0	2	2
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	14	14	4	4	5	5	0	0	4	4
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	0	0	0	0	1	4	0	0	1	4
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	0	0	0	0	1	1	0	0	1	1
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	14	14	4	4	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	0	0	0	0	1	1	0	0	1	1
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	30	30	11	11	5	5	1	1	4	4
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	3	3	6	6

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	5	20	1	4	3	12	0	0	3	12
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	22	22	0	0	10	10	5	5	4	4
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	5	20	1	4	2	8	0	0	2	8
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	28	28	0	0	7	7	3	3	3	3
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	5	5	1	1	3	3	0	0	3	3
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	20	20	0	0	6	6	3	3	4	4
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	5	25	1	5	3	15	0	0	3	15
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0
N3194	BEACH&TERMINAL OPSO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	2	2	94	94	5	5	31	31	13	13	31	31
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	0	0	9	18	7	14	71	142	0	0	71	142
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	2	2	94	94	5	5	26	26	13	13	26	26
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	0	0	9	18	7	14	85	170	0	0	85	170
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0

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Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	1	1	61	61	7	7	98	98	12	12	89	89
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0

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Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	0	0	11	11	2	2	46	46	6	6	44	44
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	0	0	17	34	6	12	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0

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Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	46	46	10	10	9	9	2	2	7	7
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	23	23	10	10	9	9	1	1	8	8
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	23	23	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREPOR	1		0	2	2		0		0		0		0		0		0
W1121	HQCO, INFREGT/PREPOR	1	18	18	0	0		0		0		0		0		0		0

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1172	H&SCO, INFBN, INFREGT/PREONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREONOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREONOR	1		0	1	1		0		0		0		0		0		0
W8702	DET, MWSS (FW)/PREONOR	1		0	65	65		0		0		0	6	6	3	3	5	5

HIPPO MINIMUM STRATEGIC FOOTPRINT ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W8703	DET, MWSS (RW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals			1608		7500		2156		4078		2252		1553		270		1254
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							2303		4131								

VEHICLE BREAKOUT HIPPO Minimum Strategic Footprint Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1026	4280	1305	2561	1302	969	172	793
Supporting Establishment	114	535	272	425	72	85	19	78
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	68	95	31	41	11	38
Depot Maintenance Float Account (DMFA)	0	2	72	315	0	0	0	0
Active End Items	912	3745	1033	2136	1230	884	153	715
I MEF	374	1470	394	862	489	326	46	273
II MEF	310	1444	398	828	485	342	54	283
III MEF	228	831	241	446	256	216	53	159
Reserve End Items (REI)	342	1518	446	707	509	171	41	118
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1702	552	863	441	413	57	343
MPS-1	42	439	135	270	135	116	15	96
MPS-2	42	439	135	270	135	116	15	96
MPS-3	42	439	135	270	135	116	15	96
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1608	7500	2303	4131	2252	1553	270	1254

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
025060	MARCOR ADMIN DET, FT LEONARD WOOD, MO	1		0	32	32	65	65	0	0	17	17	28	28	8	8	24	24
095060	MARCOR ADMIN DET, FT LEE, VA	1		0	2	2		0		0		0		0		0		0
115060	MARCOR ADMIN DET, FT BLISS, TX	1		0	5	5		0		0		0		0		0		0
5980	MAD, EXPEDITIONARY WARFARE TRNG GRP, LANT	1		0	2	2		0		0		0		0		0		0
5981	MAD, EXPEDITIONARY WARFARE TRNG GRP, PAC	1		0	5	5		0		0		0		0		0		0
6102	MARBKS, GD/SF BN, GUANTANAMO, CUBA	1		0		0	13	13	0	0	2	2		0		0		0
6503	H&S CO, MCSF BN	1		0	16	16	0	0		0		0		0		0		0
6521	MCSF CO, GTMO, MCSF BN	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
7014	MCLB, ALBANY, GA	1		0	2	2	72	72	379	379		0		0		0		0
7015	DMFA - WASHOUT	1	0	0	533 ¹	0	0	0	0	0	0	0	0	0	0	0	0	0
7401	HQ, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0		0		0		0		0
7434	HQ, MC UNIV, MCCDC, QUANTICO, VA	1		0	6	6	3	3	0	0	3	3		0		0		0
7442	MCTSSA (MC SYSCOM), CAMPEN, CA	1		0	1	1		0		0		0		0		0		0
7450	TBS, MC UNIV, MCCDC, QUANTICO, VA	1		0	9	9	4	4	15	15	8	8		0		0		0
7470	OCS, MC UNIV, MCCDC, QUANTICO, VA	1		0	4	4	3	3	0	0		0		0		0		0
7540	MCENGRSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0	1	1	2	2		0	2	2
7550	MCSERVSPSCOL, MCB, CAMP LEJEUNE, NC	1		0	75	75	20	20	0	0	3	3	14	14		0	14	14
7561	SCHOOL OF INFANTRY, MCB, CAMP LEJEUNE, NC	1		0	20	20	6	6	0	0	3	3		0		0		0
7570	FLDMEDSERVSCOL, MCB, CAMP LEJEUNE, NC	1		0	3	3	1	1	0	0		0		0		0		0
7580	RESSPTBN, MCB, CAMP LEJEUNE, NC	1		0	0	0	6	6	0	0	2	2		0		0		0
7632	SCHOOLS BN, MCB, CAMPEN, CA	1		0	7	7	2	2	0	0	2	2		0		0		0
7661	SCHOOL OF INFANTRY, MCB, CAMPEN, CA	1		0	10	10		0	0	0		0		0		0		0
7711	EQUIP ALW POOL, MCAGCC, 29 PALMS, CA	1	114	114	155	155	84	84	104	104	40	40	25	25	11	11	24	24
7720	MC COMM-ELEC SCHOOL, MCAGCC, 29 PALMS, CA	1		0	14	14		0		0		0		0		0		0
7801	HQ BN, CAMP FUJI, JAPAN	1		0	15	15	5	5	0	0		0		0		0		0
B1131	HQCO, INFREGT, 3D MARDIV (HI)	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
B1132	CMBTASLTCO, INFREGT, 3D MARDIV (HI)	1		0	9	9	1	1	0	0		0		0		0		0
B1182	H&SCO, INFBN, INFREGT, 3D MARDIV (HI)	2	24	48	0	0		0	0	0		0		0		0		0
B1183	WPNSCO, INFBN, INFREGT, 3D MARDIV (HI)	2	8	16	0	0		0	0	0		0		0		0		0
B2301	HQ BTRY(DET), ARTY REGT, 3D MARDIV (HI)	1		0	1	1	0	0	1	1		0	0	0		0		0
B2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MD(HI)	2		0	5	10	16	32	0	0	4	8		0		0		0

¹ T/E 7015, DMFA Washout, carries 533 Condition Code H HMMWV hulks. These hulks are not counted towards the AO computation.

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
B2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MD (HI)	1		0	29	29	0	0	7	7	1	1	0	0		0	0	0
B3311	H&SCO, CSSG-3 (HI)	1		0	10	10		0		0		0		0		0		0
B3321	SUPCO, CSSG-3 (HI)	1		0	2	2		0		0		0		0		0		0
B3331	MAINTCO, CSSG-3 (HI)	1		0	3	3	0	0	2	2		0		0		0		0
B3341	LDGSPTCO, CSSG-3 (HI)	1		0	7	7	1	1	0	0		0		0		0		0
B3361	MTCO, CSSG-3 (HI)	1		0	28	28	1	1	86	86	74	74	4	4	4	4	4	4
B3371	MEDCO, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
B3381	DENTALCO, 3D DENTALBN, CSSG-3 (HI)	1		0	1	1		0		0		0		0		0		0
H1022	DET, HQCO, HQBN/MPS1	1		0		0	0	0	4	4	0	0		0		0		0
H1023	DET, SERVCO, HQBN/MPS1	1		0	23	23		0		0		0		0		0		0
H1025	DET, COMMCO, HQBN/MPS1	1		0	10	10	0	0	6	6	3	3		0		0		0
H1026	DET, TRUCKCO, HQBN/MPS1	1		0	2	2	0	0	56	56	27	27		0		0		0
H1029	DET, RECONCO, HQBN/MPS1	1		0	2	2		0		0		0		0		0		0
H1121	HQCO, INFREGT/MPS1	1	12	12	0	0	0	0	3	3	0	0		0		0		0
H1172	H&SCO, INFBN, INFREGT/MPS1	3	10	30	0	0		0		0		0		0		0		0
H1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS1	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
H1323	ENGRCO, COMBAT ENGRBN/MPS1	2		0	4	8		0		0		0		0		0		0
H1521	H&SCO, TANKBN/MPS1	1		0	19	19	0	0	14	14	7	7		0		0		0
H1621	H&SCO, ASLT AMPHIB BN/MPS1	1		0	5	5	0	0	10	10	5	5		0		0		0
H1623	ASLT AMPHIB CO, AA BN/MPS1	2		0	3	6	3	6	1	2		0		0		0		0
H1761	H&SCO, RECONBN(LA)/MPS1	1		0		0	0	0	11	11	3	3		0		0		0
H1762	RECONCO(LA), RECONBN(LA)/MPS1	1		0	7	7		0		0		0		0		0		0
H2201	DET, QBTRY, ARTYREGT/MPS1	1		0	0	0	0	0	1	1		0	2	2	3	3		0
H2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS1	5		0	10	50	18	90	0	0	4	20		0		0		0
H2209	HQBTRY, ARTYBN (T)/MPS1	1		0	0	0	0	0	4	4	0	0		0		0		0
H3211	DET, HQCO, H&SBN/MPS1	1		0	4	4	0	0	2	2	2	2		0		0		0
H3213	DET, COMMCO, H&SBN/MPS1	1		0	2	2	1	1	0	0	1	1		0		0		0
H3214	DET, MPCO, H&SBN/MPS1	1		0	15	15		0		0		0		0		0		0
H3221	DET, H&SCO, SUPBN/MPS1	1		0	5	5	2	2	2	2	1	1		0		0		0
H3222	DET, AMMOCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3224	DET, SUPCO, SUPBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3231	DET, H&SCO, MAINTBN/MPS1	1		0	2	2	3	3	4	4		0		0		0		0
H3232	DET, C/MAINTCO, MAINTBN/MPS1	1		0	2	2	1	1	3	3		0		0		0		0
H3233	ENGRMAINTCO, MAINTBN/MPS1	1		0	3	3		0		0		0	2	2	2	2		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H3234	DET, ORD MAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0		0		0		0
H3235	DET, MTMAINTCO, MAINTBN/MPS1	1		0	2	2		0		0		0	1	1		0		0
H3236	DET, G/SMaintCO, MAINTBN/MPS1	1		0	2	2		0	3	3		0		0		0		0
H3241	DET, H&SCO, LNDGSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3242	DET, B&PCO, LNDGSPTBN/MPS1	1		0	3	3		0		0		0		0		0		0
H3244	LANDINGSPTCO, LNDGSPTBN/MPS1	1		0	5	5	12	12		0		0		0		0		0
H3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS1	1		0	8	8		0		0		0		0		0		0
H3251	DET, H&SCO, ENGRSPTBN/MPS1	1		0	0	0	1	1		0		0		0		0		0
H3252	DET, SPTCO, ENGRSPTBN/MPS1	1		0	5	5		0		0	5	5	0	0	0	0	0	0
H3253	DET, BRIDGECO, ENGRSPTBN/MPS1	1		0		0		0	6	6	2	2	11	11	2	2	9	9
H3254	BULKFUELCO, ENGRSPTBN/MPS1	1		0	5	5		0		0		0		0		0		0
H3255	ENGRCO, ENGRSPTBN/MPS1	1		0	8	8	2	2		0	3	3	2	2	2	2		0
H3261	DET, H&SCO, MTBN/MPS1	1		0	6	6	0	0		0		0	2	2		0		0
H3262	DET, G/SMTCO, MTBN/MPS1	1		0	4	4	0	0	44	44	37	37	13	13	2	2	12	12
H3263	DET, D/SMTCO, MTBN/MPS1	1		0	9	9	1	1	75	75	109	109		0		0		0
H3271	DET, H&SCO, MEDBN/MPS1	1		0	2	2	2	2		0	1	1		0		0		0
H4706	DET, H&SCO, SRIG/MPS1	1		0	37	37		0		0	0	0		0		0		0
H4708	DET, TOPO, INTELCO,SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4709	DET, SCAMP, INTELCO, SRIG/MPS1	1		0	2	2		0		0		0		0		0		0
H4714	DET, MAFC, INTELCO, SRIG/MPS1	1		0	4	4		0		0		0		0		0		0
H4715	DET, CIT, INTELCO, SRIG/MPS1	1		0	3	3		0		0		0		0		0		0
H4718	DET, FORCERECONCO, SRIG/MPS1	1		0	3	3	1	1		0		0		0		0		0
H4738	DET, RADIO BN, SRIG/MPS1	1		0	10	10	0	0	9	9	4	4		0		0		0
H4787	DET, COMM BN/MPS1	1		0	12	12	0	0	15	15	8	8		0		0		0
H4998	DET, CIVIL AFFAIRS GROUP/MPS1	1		0	6	6	0	0		0	1	1		0		0		0
H8615	DET, H&HS, MACG/MPS1	1		0	22	22	0	0	4	4		0		0		0		0
H8631	HQ, MACS, MACG/MPS1	1		0	4	4	0	0	5	5		0		0		0		0
H8632	TAOC, MACS, MACG/MPS1	1		0		0	2	2		0	0	0		0		0		0
H8633	ATC, MACS, MACG/MPS1	2		0	2	4	4	8	0	0	0	0		0		0		0
H8652	DET, MWCS/MPS1	1		0	4	4	0	0	3	3	1	1		0		0		0
H8660	DET, MASS, MACG/MPS1	1		0	4	4	4	4	2	2	2	2		0		0		0
H8682	DET, H&SBTRY, LAAMBN/MPS1	1		0	3	3		0		0		0		0		0		0
H8684	MISSILEBTRY, LAAMBN/MPS1	1		0		0	0	0	13	13	6	6		0		0		0
H8694	DET, LAADBTRY, LAADBN/MPS1	1		0	52	52		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
H8702	DET, MWSS(FW)/MPS1	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
H8703	DET, MWSS(RW)/MPS1	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
H8890	DET, VMU/MPS1	1		0	4	4	0	0	3	3	2	2		0		0		0
I1022	DET, HQCO, HQBN/MPS2	1		0		0	0	0	4	4	0	0		0		0		0
I1023	DET, SERVCO, HQBN/MPS2	1		0	23	23		0		0		0		0		0		0
I1025	DET, COMMCO, HQBN/MPS2	1		0	10	10	0	0	6	6	3	3		0		0		0
I1026	DET, TRUCKCO, HQBN/MPS2	1		0	2	2	0	0	56	56	27	27		0		0		0
I1029	DET, RECONCO, HQBN/MPS2	1		0	2	2		0		0		0		0		0		0
I1121	HQCO, INFREGT/MPS2	1	12	12	0	0	0	0	3	3	0	0		0		0		0
I1172	H&SCO, INFBN, INFREGT/MPS2	3	10	30	0	0		0		0		0		0		0		0
I1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS2	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
I1323	ENGRCO, COMBAT ENGRBN/MPS2	2		0	4	8		0		0		0		0		0		0
I1521	H&SCO, TANKBN/MPS2	1		0	19	19	0	0	14	14	7	7		0		0		0
I1621	H&SCO, ASLT AMPHIB BN/MPS2	1		0	5	5	0	0	10	10	5	5		0		0		0
I1623	ASLT AMPHIB CO, AA BN/MPS2	2		0	3	6	3	6	1	2		0		0		0		0
I1761	H&SCO, RECONBN(LA)/MPS2	1		0		0	0	0	11	11	3	3		0		0		0
I1762	RECONCO(LA), RECONBN(LA)/MPS2	1		0	7	7		0		0		0		0		0		0
I2201	DET, HQBTRY, ARTYREGT/MPS2	1		0	0	0	0	0	1	1		0	2	2	3	3		0
I2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS2	5		0	10	50	18	90	0	0	4	20		0		0		0
I2209	HQBTRY, ARTYBN (T)/MPS2	1		0	0	0	0	0	4	4	0	0		0		0		0
I3211	DET, HQCO, H&SBN/MPS2	1		0	4	4	0	0	2	2	2	2		0		0		0
I3213	DET, COMMCO, H&SBN/MPS2	1		0	2	2	1	1	0	0	1	1		0		0		0
I3214	DET, MPCO, H&SBN/MPS2	1		0	15	15		0		0		0		0		0		0
I3221	DET, H&SCO, SUPBN/MPS2	1		0	5	5	2	2	2	2	1	1		0		0		0
I3222	DET, AMMOCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3224	DET, SUPCO, SUPBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3231	DET, H&SCO, MAINTBN/MPS2	1		0	2	2	3	3	4	4		0		0		0		0
I3232	DET, C/EMAINTCO, MAINTBN/MPS2	1		0	2	2	1	1	3	3		0		0		0		0
I3233	ENGRMAINTCO, MAINTBN/MPS2	1		0	3	3		0		0		0	2	2	2	2		0
I3234	DET, ORD MAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0		0		0		0
I3235	DET, MTMAINTCO, MAINTBN/MPS2	1		0	2	2		0		0		0	1	1		0		0
I3236	DET, G/MAINTCO, MAINTBN/MPS2	1		0	2	2		0	3	3		0		0		0		0
I3241	DET, H&SCO, LNDGSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3242	DET, B&PCO, LNDGSPTBN/MPS2	1		0	3	3		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
I3244	LANDINGSPTCO, LNDGSPTBN/MPS2	1		0	5	5	12	12		0		0		0		0		0
I3245	DET, LDGSPT EQUIPCO, LNDGSPTBN/MPS2	1		0	8	8		0		0		0		0		0		0
I3251	DET, H&SCO, ENGRSPTBN/MPS2	1		0	0	0	1	1		0		0		0		0		0
I3252	DET, SPTCO, ENGRSPTBN/MPS2	1		0	5	5		0		0	5	5	0	0	0	0	0	0
I3253	DET, BRIDGECO, ENGRSPTBN/MPS2	1		0		0		0	6	6	2	2	11	11	2	2	9	9
I3254	BULKFUELCO, ENGRSPTBN/MPS2	1		0	5	5		0		0		0		0		0		0
I3255	ENGRCO, ENGRSPTBN/MPS2	1		0	8	8	2	2		0	3	3	2	2	2	2		0
I3261	DET, H&SCO, MTBN/MPS2	1		0	6	6	0	0		0		0	2	2		0		0
I3262	DET, G/SMTCO, MTBN/MPS2	1		0	4	4	0	0	44	44	37	37	13	13	2	2	12	12
I3263	DET, D/SMTCO, MTBN/MPS2	1		0	9	9	1	1	75	75	109	109		0		0		0
I3271	DET, H&SCO, MEDBN/MPS2	1		0	2	2	2	2		0	1	1		0		0		0
I4706	DET, H&SCO, SRIG/MPS2	1		0	37	37		0		0	0	0		0		0		0
I4708	DET, TOPO, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4709	DET, SCAMP, INTELCO, SRIG/MPS2	1		0	2	2		0		0		0		0		0		0
I4714	DET, MAFC, INTELCO, SRIG/MPS2	1		0	4	4		0		0		0		0		0		0
I4715	DET, CIT, INTELCO, SRIG/MPS2	1		0	3	3		0		0		0		0		0		0
I4718	DET, FORCERECONCO, SRIG/MPS2	1		0	3	3	1	1		0		0		0		0		0
I4738	DET, RADIOBN, SRIG/MPS2	1		0	10	10	0	0	9	9	4	4		0		0		0
I4787	DET, COMM BN/MPS2	1		0	12	12	0	0	15	15	8	8		0		0		0
I4998	DET, CIVIL AFFAIRS GROUP/MPS2	1		0	6	6	0	0		0	1	1		0		0		0
I8615	DET, H&HS, MACG/MPS2	1		0	22	22	0	0	4	4		0		0		0		0
I8631	HQ, MACS, MACG/MPS2	1		0	4	4	0	0	5	5		0		0		0		0
I8632	TAOC, MACS, MACG/MPS2	1		0		0	2	2		0	0	0		0		0		0
I8633	ATC, MACS, MACG/MPS2	2		0	2	4	4	8	0	0	0	0		0		0		0
I8652	DET, MWCS/MPS2	1		0	4	4	0	0	3	3	1	1		0		0		0
I8660	DET, MASS, MACG/MPS2	1		0	4	4	4	4	2	2	2	2		0		0		0
I8682	DET, H&SBTRY, LAAMBN/MPS2	1		0	3	3		0		0		0		0		0		0
I8684	MISSILEBTRY, LAAMBN/MPS2	1		0		0	0	0	13	13	6	6		0		0		0
I8694	DET, LAADBTRY, LAADBN/MPS2	1		0	52	52		0		0		0		0		0		0
I8702	DET, MWSS(FW)/MPS2	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
I8703	DET, MWSS(RW)/MPS2	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
I8890	DET, VMU/MPS2	1		0	4	4	0	0	3	3	2	2		0		0		0
J1022	DET, HQCO, HQBN/MPS3	1		0		0	0	0	4	4	0	0		0		0		0
J1023	DET, SERVCO, HQBN/MPS3	1		0	23	23		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J1025	DET, COMMCO, HQBN/MPS3	1		0	10	10	0	0	6	6	3	3		0		0		0
J1026	DET, TRUCKCO, HQBN/MPS3	1		0	2	2	0	0	56	56	27	27		0		0		0
J1029	DET, RECONCO, HQBN/MPS3	1		0	2	2		0		0		0		0		0		0
J1121	HQCO, INFREGT/MPS3	1	12	12	0	0	0	0	3	3	0	0		0		0		0
J1172	H&SCO, INFBN, INFREGT/MPS3	3	10	30	0	0		0		0		0		0		0		0
J1322	DET, ENGRSPTCO, COMBAT ENGRBN/MPS3	1		0	2	2	0	0	40	40	8	8	1	1	1	1		0
J1323	ENGRCO, COMBAT ENGRBN/MPS3	2		0	4	8		0		0		0		0		0		0
J1521	H&SCO, TANKBN/MPS3	1		0	19	19	0	0	14	14	7	7		0		0		0
J1621	H&SCO, ASLT AMPHIB BN/MPS3	1		0	5	5	0	0	10	10	5	5		0		0		0
J1623	ASLT AMPHIB CO, AA BN/MPS3	2		0	3	6	3	6	1	2		0		0		0		0
J1761	H&SCO, RECONBN(LA)/MPS3	1		0		0	0	0	11	11	3	3		0		0		0
J1762	RECONCO(LA), RECONBN(LA)/MPS3	1		0	7	7		0		0		0		0		0		0
J2201	DET, HQBTRY, ARTYREGT/MPS3	1		0	0	0	0	0	1	1		0	2	2	3	3		0
J2208	155MM HOWBTRY, ARTYBN (T) (6 PER)/MPS3	5		0	10	50	18	90	0	0	4	20		0		0		0
J2209	HQBTRY, ARTYBN (T)/MPS3	1		0	0	0	0	0	4	4	0	0		0		0		0
J3211	DET, HQCO, H&SBN/MPS3	1		0	4	4	0	0	2	2	2	2		0		0		0
J3213	DET, COMMCO, H&SBN/MPS3	1		0	2	2	1	1	0	0	1	1		0		0		0
J3214	DET, MPCO, H&SBN/MPS3	1		0	15	15		0		0		0		0		0		0
J3221	DET, H&SCO, SUPBN/MPS3	1		0	5	5	2	2	2	2	1	1		0		0		0
J3222	DET, AMMOCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3224	DET, SUPCO, SUPBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3231	DET, H&SCO, MAINTBN/MPS3	1		0	2	2	3	3	4	4		0		0		0		0
J3232	DET, C/EMAINTCO, MAINTBN/MPS3	1		0	2	2	1	1	3	3		0		0		0		0
J3233	ENGRMAINTCO, MAINTBN/MPS3	1		0	3	3		0		0		0	2	2	2	2		0
J3234	DET, ORD MAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0		0		0		0
J3235	DET, MTMAINTCO, MAINTBN/MPS3	1		0	2	2		0		0		0	1	1		0		0
J3236	DET, G/MAINTCO, MAINTBN/MPS3	1		0	2	2		0	3	3		0		0		0		0
J3241	DET, H&SCO, LNDGSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3242	DET, B&PCO, LNDGSPTBN/MPS3	1		0	3	3		0		0		0		0		0		0
J3244	LANDINGSPTCO, LNDGSPTBN/MPS3	1		0	5	5	12	12		0		0		0		0		0
J3245	DET, LDGSPT EQUIPCO, LDNGSPTBN/MPS3	1		0	8	8		0		0		0		0		0		0
J3251	DET, H&SCO, ENGRSPTBN/MPS3	1		0	0	0	1	1		0		0		0		0		0
J3252	DET, SPTCO, ENGRSPTBN/MPS3	1		0	5	5		0		0	5	5	0	0	0	0	0	0
J3253	DET, BRIDGECO, ENGRSPTBN/MPS3	1		0		0		0	6	6	2	2	11	11	2	2	9	9

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
J3254	BULKFUELCO, ENGRSPTBN/MPS3	1		0	5	5		0		0		0		0		0		0
J3255	ENGRCO, ENGRSPTBN/MPS3	1		0	8	8	2	2		0	3	3	2	2	2	2		0
J3261	DET, H&SCO, MTBN/MPS3	1		0	6	6	0	0		0		0	2	2		0		0
J3262	DET, G/SMTCO, MTBN/MPS3	1		0	4	4	0	0	44	44	37	37	13	13	2	2	12	12
J3263	DET, D/SMTCO, MTBN/MPS3	1		0	9	9	1	1	75	75	109	109		0		0		0
J3271	DET, H&SCO, MEDBN/MPS3	1		0	2	2	2	2		0	1	1		0		0		0
J4706	DET, H&SCO, SRIG/MPS3	1		0	37	37		0		0	0	0		0		0		0
J4708	DET, TOPO, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4709	DET, SCAMP, INTELCO, SRIG/MPS3	1		0	2	2		0		0		0		0		0		0
J4714	DET, MAFC, INTELCO, SRIG/MPS3	1		0	4	4		0		0		0		0		0		0
J4715	DET, CIT, INTELCO, SRIG/MPS3	1		0	3	3		0		0		0		0		0		0
J4718	DET, FORCERECONCO, SRIG/MPS3	1		0	3	3	1	1		0		0		0		0		0
J4738	DET, RADIOBN, SRIG/MPS3	1		0	10	10	0	0	9	9	4	4		0		0		0
J4787	DET, COMM BN/MPS3	1		0	12	12	0	0	15	15	8	8		0		0		0
J4998	DET, CIVIL AFFAIRS GROUP/MPS3	1		0	6	6	0	0		0	1	1		0		0		0
J8615	DET, H&HS, MACG/MPS3	1		0	22	22	0	0	4	4		0		0		0		0
J8631	HQ, MACS, MACG/MPS3	1		0	4	4	0	0	5	5		0		0		0		0
J8632	TAOC, MACS, MACG/MPS3	1		0		0	2	2		0	0	0		0		0		0
J8633	ATC, MACS, MACG/MPS3	2		0	2	4	4	8	0	0	0	0		0		0		0
J8652	DET, MWCS/MPS3	1		0	4	4	0	0	3	3	1	1		0		0		0
J8660	DET, MASS, MACG/MPS3	1		0	4	4	4	4	2	2	2	2		0		0		0
J8682	DET, H&SBTRY, LAAMBN/MPS3	1		0	3	3		0		0		0		0		0		0
J8684	MISSILEBTRY, LAAMBN/MPS3	1		0		0	0	0	13	13	6	6		0		0		0
J8694	DET, LAADBTRY, LAADBN/MPS3	1		0	52	52		0		0		0		0		0		0
J8702	DET, MWSS(FW)/MPS3	1		0	12	12		0	8	8	7	7	4	4	2	2	2	2
J8703	DET, MWSS(RW)/MPS3	1		0	12	12		0	8	8	7	7	2	2	1	1	1	1
J8890	DET, VMU/MPS3	1		0	4	4	0	0	3	3	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4623	FORCE RECON CO, FMF (RES ONLY)	1	0	0	0	0	3	3	0	0	2	2		0		0		0
M4958	CHEM-BIO INCIDENT RESPONSE FORCE, MARFORLANT	1		0	18	18	7	7	0	0		0	6	6	2	2	3	3
M4998	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1		0	12	12	4	4	0	0		0		0		0		0
0	CIVIL AFFAIRS GROUP, FMF (RES ONLY)	1	0	0	12	12	4	4	0	0	0	0	0	0	0	0	0	0
M7550	MCSERSVPTSCOL, MCB, CAMP LEJEUNE, NC (MOB)	1		0	117	117	0	0	0	0		0		0		0		0
M7661	SCHOOL OF INFANTRY, MCB, CAMPEN (MOB)	1		0	4	4		0	0	0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
M7700	MCB, MC AIR-GRND CMBT TRNGCTR, 29 PALMS (MOB)	1		0	13	13		0	0	0		0		0		0		0
M8000	4TH MAR AIRCRAFT WING/MARTC USMCR	1		0		0	11	11	0	0		0		0		0		0
N1012	H&SCO, HQBN, 1ST MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1014	MPCO, HQBN, 1ST MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1015	COMMCO, HQBN, 1ST MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1016	TRKCO, HQBN, 1ST MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0		0
N1022	H&SCO, HQBN, 2D MARDIV (INCL DIV BAND)	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1024	MPCO, HQBN, 2D MARDIV	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
N1025	COMMCO, HQBN, 2D MARDIV	1	0	0	19	19	0	0	22	22	9	9	0	0	0	0	0	0
N1026	TRKCO, HQBN, 2D MARDIV	1	0	0	13	13	0	0	171	171	156	156	0	0	0	0	0	0
N1028	ASLT BOAT CO, HQBN, 2D MARDIV	1	0	0	13	13	16	16	0	0	1	1		0		0		0
N1032	H&SCO(-), HQBN, 3D MARDIV	1	0	0	73	73	0	0	15	15	10	10	0	0	0	0	0	0
N1034	MPCO(-), HQBN, 3D MARDIV	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
N1035	COMMCO, HQBN, 3D MARDIV	1	0	0	12	12	0	0	17	17	7	7	0	0	0	0	0	0
N1036	TRKCO, HQBN, 3D MARDIV	1	0	0	13	13	0	0	104	104	95	95	0	0	0	0	0	0
N1042	HQCO, HQBN, 4TH MARDIV	1	0	0	63	63	0	0	15	15	10	10	0	0	0	0	0	0
N1043	SERVCO, HQBN, 4TH MARDIV	1		0	59	59	20	20	0	0	10	10		0		0		0
N1044	MPCO, HQBN, 4TH MARDIV	1		0	10	10		0	0	0		0		0		0		0
N1045	COMMCO, HQBN, 4TH MARDIV	1	0	0	19	19	0	0	17	17	7	7	0	0	0	0	0	0
N1046	TRKCO, HQBN, 4TH MARDIV	1	0	0	13	13	0	0	167	167	152	152	0	0	0	0	0	0
N1111	HQCO, INFREGT, 1ST MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1121	HQCO, INFREGT, 2D MARDIV	3	18	54	0	0	0	0	10	30	6	18	0	0	0	0	0	0
N1131	HQCO, INFREGT, 3D MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	1	18	18	0	0	0	0	10	10	6	6	0	0	0	0	0	0
N1141	HQCO, INFREGT, 4TH MARDIV	2	18	36	0	0	0	0	10	20	6	12	0	0	0	0	0	0
N1162	H&SCO, INFBN, INFREGT, 1ST MARDIV	10	24	240	0	0		0		0		0		0		0		0
N1163	WPNSCO, INFBN, INFREGT, 1ST MARDIV	10	8	80	0	0		0		0		0		0		0		0
N1172	H&SCO, INFBN, INFREGT, 2D MARDIV	8	24	192	0	0		0		0		0		0		0		0
N1173	WPNSCO, INFBN, INFREGT, 2D MARDIV	8	8	64	0	0		0		0		0		0		0		0
N1182	H&SCO, INFBN, INFREGT, 3D MARDIV	4	24	96	0	0		0		0		0		0		0		0
N1183	WPNSCO, INFBN, INFREGT, 3D MARDIV	4	8	32	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	3	24	72	0	0		0		0		0		0		0		0
N1192	H&SCO, INFBN, INFREGT, 4TH MARDIV	6	24	144	0	0		0		0		0		0		0		0
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	3	8	24	0	0		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N1193	WPNSCO, INFBN, INFREGT, 4TH MARDIV	6	8	48	0	0		0		0		0		0		0		0
N1231	H&SCO, COMBAT ASLTBN, 3D MARDIV	1		0	24	24	29	29	0	0	5	5	3	3		0	3	3
N1312	CMBT ENGRSPTCO, COMBAT ENGRBN, 1ST MARDIV	1		0	16	16	0	0	50	50	16	16	3	3	3	3	0	0
N1313	CMBT ENGRCO, COMBAT ENGRBN, 1ST MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1322	CMBT ENGRSPTCO, COMBAT ENGRBN, 2D MARDIV	1		0	16	16	0	0	50	50	16	16	6	6	6	6	1	1
N1323	CMBT ENGRCO, COMBAT ENGRBN, 2D MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1336	CMBT ENGRCO, COMBAT ASLTBN, 3D MARDIV	1		0	28	28	0	0	0	0	5	5	3	3	2	2	1	1
N1342	CMBT ENGRSPTCO, COMBAT ENGRBN, 4TH MARDIV	1		0	16	16	0	0	50	50	16	16	5	5	3	3	0	0
N1343	CMBT ENGRCO, COMBAT ENGRBN, 4TH MARDIV	4		0	15	60	0	0	0	0	0	0	0	0	0	0	0	0
N1441	H&SCO, RECONBN, 4TH MARDIV	1	0	0	44	44	8	8	0	0	5	5		0		0		0
N1511	H&SCO, 1ST TANKBN, 1ST MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1512	TANKCO(M1A1), 1ST TANKBN, 1ST MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1521	H&SCO, 2D TANKBN, 2D MARDIV	1		0	36	36	0	0	53	53	27	27	2	2	1	1	0	0
N1522	TANKCO(M1A1), 2D TANKBN, 2D MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1541	H&SCO, 4TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1544	TANKCO, 4TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1581	H&SCO, 8TH TANKBN, 4TH MARDIV	1		0	36	36	0	0	53	53	27	27	0	0	0	0	0	0
N1584	TANKCO, 8TH TANKBN, 4TH MARDIV	4		0	4	16	0	0	0	0	0	0	0	0	0	0	0	0
N1611	H&SCO, 3D AABN, 1ST MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1612	CO D, 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1613	ASLT AMPHIBCO, 3D AABN, 1ST MARDIV	2		0	3	6	2	4	1	2	0	0	0	0	0	0	0	0
N1614	CO E (REIN), 3D AABN, 1ST MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1621	H&SCO, 2D AABN, 2D MARDIV	1		0	14	14	0	0	18	18	4	4	1	1	0	0	0	0
N1623	ASLT AMPHIBCO, 2D AABN, 2D MARDIV	4		0	3	12	2	8	1	4	0	0	0	0	0	0	0	0
N1636	ASLT AMPHIBCO, COMBAT ASLTBN, 3D MARDIV	1		0	3	3	2	2	1	1	0	0	0	0	0	0	0	0
N1641	H&SCO, 4TH AABN, 4TH MARDIV	1		0	5	5	0	0	18	18	4	4	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1643	ASLT AMPHIBCO, 4TH AABN, 4TH MARDIV	1		0	6	6	2	2	1	1	0	0	0	0	0	0	0	0
N1751	H&SCO, 1ST RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1761	H&SCO, 2D RECONBN(LA), 2D MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1771	H&SCO, 3D RECONBN(LA), 1ST MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1781	H&SCO, 4TH RECONBN(LA), 4TH MARDIV	1		0	23	23	0	0	34	34	11	11	1	1	1	1	0	0
N1783	LAV-AD PLT, 4TH RECONBN(LA), 4TH MARDIV	1		0	3	3		0		0		0		0		0		0
N2101	HQBTRY, ARTYREGT, 1ST MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	3	3	0	0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N2108	155MMBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2109	HQBTRY, ARTYBN(M198), ARTYREGT, 1ST MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2201	HQBTRY, ARTYREGT, 2D MARDIV	1		0	25	25	0	0	26	26	0	0	5	5	5	5	0	0
N2208	155MMBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	12		0	5	60	16	192	0	0	4	48	0	0	0	0	0	0
N2209	HQBTRY, ARTYBN(M198), ARTYREGT, 2D MARDIV	4		0	18	72	0	0	7	28	1	4	0	0	0	0	0	0
N2301	HQBTRY(-), ARTYREGT, 3D MARDIV	1		0	25	25	0	0	33	33	0	0	3	3	3	3	0	0
N2308	155MMBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	4		0	5	20	16	64	0	0	4	16	0	0	0	0	0	0
N2309	HQBTRY, ARTYBN(M198), ARTYREGT, 3D MARDIV	1		0	18	18	0	0	7	7	1	1	0	0	0	0	0	0
N2401	HQBTRY, ARTYREGT, 4TH MARDIV	1		0	25	25	0	0	24	24	0	0	3	3	3	3	0	0
N2408	155MMBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	15		0	5	75	16	240	0	0	4	60	0	0	0	0	0	0
N2409	HQBTRY, ARTYBN, ARTYREGT, 4TH MARDIV	5		0	18	90	0	0	7	35	1	5	0	0	0	0	0	0
N3111	HQCO, H&SBN, 1ST FSSG	1		0	46	46	0	0	26	26	4	4	0	0	0	0	0	0
N3113	COMMCO, H&SBN, 1ST FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3114	MPCO, H&SBN, 1ST FSSG	1		0	8	8		0	0	0		0		0		0		0
N3121	H&SCO, SUPBN, 1ST FSSG	1		0	27	27	6	6	3	3	2	2		0		0		0
N3125	MEDLOGCO, SUPBN, 1ST FSSG	1		0		0	14	0		0		0		0		0		0
N3131	H&SCO, MAINTBN, 1ST FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3132	ELECT MAINTCO, MAINTBN, 1ST FSSG	1		0	5	5	8	8	17	17	0	0	0	0	0	0	0	0
N3133	ENGR MAINTCO, MAINTBN, 1ST FSSG	1		0	7	7	0	0	3	3	0	0		0		0		0
N3134	ORD MAINTCO, MAINTBN, 1ST FSSG	1		0	9	9	0	0	3	3	0	0		0		0		0
N3135	MT MAINTCO, MAINTBN, 1ST FSSG	1		0	8	8	3	3	0	0	0	0	3	3	0	0	0	0
N3136	G/S MAINTCO, MAINTBN, 1ST FSSG	1		0	6	6	3	3	0	0	0	0		0		0		0
N3151	H&SCO, ENGRSPTBN, 1ST FSSG	1		0	0	0	2	2	4	4		0		0		0		0
N3152	ENGRSPTCO, ENGRSPTBN, 1ST FSSG	1		0	37	37	5	5	0	0	7	7	24	24	2	0	21	21
N3154	BULKFUELCO, ENGRSPTBN, 1ST FSSG	1		0	9	9		0		0		0		0		0		0
N3155	ENGRCO, ENGRSPTBN, 1ST FSSG	3		0	8	24	1	3	0	0	3	9	2	6	2	6		0
N3171	H&SCO, MEDBN, 1ST FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3172	SURGICAL CO, MEDBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3181	H&SCO, DENTBN, 1ST FSSG	1		0	1	1		0	0	0		0		0		0		0
N3182	DENTALCO, DENTBN, 1ST FSSG	3		0	1	3		0	0	0		0		0		0		0
N3191	H&SCO, SUPPORTBN, 1ST FSSG	1		0	8	8	3	3	0	0		0	6	6	0	0		0
N3192	LDGSPTCO, SUPPORTBN, 1ST FSSG	1		0	3	3		0	0	0		0		0		0		0
N3193	SPTCO, SUPPORTBN, 1ST FSSG	1		0	10	10	12	12	0	0		0		0		0		0
N3194	BEACH&TERMINAL OPSCO, SUPPORTBN, 1ST FSSG	1		0	5	5		0	0	0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3195	G/S MTCO, SUPPORTBN, 1ST FSSG	1		0	11	11	0	0	95	95	68	68	36	36	13	13	36	36
N3196	D/S MTCO, SUPPORTBN, 1ST FSSG	2		0	7	14	3	6	125	250	110	220	0	0	0	0	0	0
N3211	HQCO, H&SBN, 2D FSSG	1		0	75	75	0	0	26	26	14	14	0	0	0	0	0	0
N3213	COMMCO, H&SBN, 2D FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3214	MPCO, H&SBN, 2D FSSG	1		0	7	7		0		0		0		0		0		0
N3221	H&SCO, SUPBN, 2D FSSG	1		0	28	28	6	6	2	2	2	2		0		0		0
N3231	H&SCO, MAINTBN, 2D FSSG	1		0	9	9	14	14	4	4	5	5		0		0		0
N3232	ELECT MAINTCO, MAINTBN, 2D FSSG	1		0	5	5	8	8	3	3	0	0	0	0	0	0	0	0
N3233	ENGR MAINTCO, MAINTBN, 2D FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3234	ORD MAINTCO, MAINTBN, 2D FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3235	MT MAINTCO, MAINTBN, 2D FSSG	1		0	8	8	0	0	0	0	0	0	3	3	0	0	0	0
N3236	G/S MAINTCO, MAINTBN, 2D FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3251	H&SCO, ENGRSPTBN, 2D FSSG	1		0	3	3	2	2	0	0		0		0		0		0
N3252	ENGRSPTCO, ENGRSPTBN, 2D FSSG	1		0	29	29	0	0	0	0	7	7	4	4	2	2		0
N3253	BRIDGECO, ENGRSPTBN, 2D FSSG	1		0	4	4	0	0	6	6	4	4	24	24		0	24	24
N3254	BULKFUELCO, ENGRSPTBN, 2D FSSG	1		0	13	13		0		0		0		0		0		0
N3255	ENGRCO, ENGRSPTBN, 2D FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3271	H&SCO, MEDBN, 2D FSSG	1		0	14	14	16	16	0	0	5	5		0		0		0
N3272	SURGICAL CO, MEDBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3281	H&SCO, DENTBN, 2D FSSG	1		0	1	1		0	0	0		0		0		0		0
N3282	DENTALCO, DENTBN, 2D FSSG	3		0	1	3		0	0	0		0		0		0		0
N3291	H&SCO, SUPPORTBN, 2D FSSG	1		0	9	9		0	0	0	0	0	6	6	0	0		0
N3292	LDGSPTCO, SUPPORTBN, 2D FSSG	3		0	3	9		0	0	0		0		0		0		0
N3293	SPTCO, SUPPORTBN, 2D FSSG	1		0	5	5	12	12	0	0		0		0		0		0
N3294	BEACH&TERMINAL OPSCO, SUPPORTBN, 2D FSSG	1		0	5	5		0	0	0		0		0		0		0
N3295	G/S MTCO, SUPPORTBN, 2D FSSG	1		0	21	21	0	0	95	95	68	68	30	30	13	13	30	30
N3296	D/S MTCO, SUPPORTBN, 2D FSSG	2		0	10	20	3	6	125	250	110	220	0	0	0	0	0	0
N3311	HQCO, H&SBN, 3D FSSG	1		0	13	13	0	0	26	26	5	5	0	0	0	0	0	0
N3313	COMMCO, H&SBN, 3D FSSG	1		0	3	3	2	2	0	0	1	1	0	0	0	0	0	0
N3314	MPCO, H&SBN, 3D FSSG	1		0	7	7		0	0	0		0		0		0		0
N3321	H&SCO, SUPBN, 3D FSSG	1		0	18	18	2	2	0	0	2	2		0		0		0
N3331	H&SCO, MAINTBN, 3D FSSG	1		0	7	7	7	7	2	2	5	5		0		0		0
N3332	ELECT MAINTCO, MAINTBN, 3D FSSG	1		0	4	4	8	8	7	7	0	0	0	0	0	0	0	0
N3333	ENGR MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0

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Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3334	ORD MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0		0		0		0
N3335	MT MAINTCO, MAINTBN, 3D FSSG	1		0	6	6	0	0	0	0	0	0	2	2	0	0	0	0
N3336	G/S MAINTCO, MAINTBN, 3D FSSG	1		0	5	5	0	0	3	3	0	0		0		0		0
N3351	H&SCO, ENGRSPTBN, 3D FSSG	1		0	17	17	0	0	6	6		0		0		0		0
N3352	ENGRSPTCO, ENGRSPTBN, 3D FSSG	1		0	10	10	8	8	0	0	7	7	22	22	8	8	12	12
N3354	BULKFUELCO, ENGRSPTBN, 3D FSSG	1		0	5	5		0		0		0		0		0		0
N3355	ENGRCO, ENGRSPTBN, 3D FSSG	1		0	6	6		0		0	0	0		0		0		0
N3371	H&SCO, MEDBN, 3D FSSG	1		0	14	14	12	12	0	0	5	5		0		0		0
N3372	SURGICAL CO, MEDBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3381	H&SCO, DENTBN, 3D FSSG	1		0	1	1		0		0		0		0		0		0
N3382	DENTALCO, DENTBN, 3D FSSG	2		0	1	2		0		0		0		0		0		0
N3391	H&SCO, SUPPORTBN, 3D FSSG	1		0	13	13		0		0	0	0		0		0		0
N3393	SPTCO, SUPPORTBN, 3D FSSG	1		0	4	4	0	0	0	0		0	15	15	15	15		0
N3394	BEACH&TERMINAL OPSCO, SUPPORTBN, 3D FSSG	1		0	13	13		0	0	0		0		0		0		0
N3395	G/S MTCO, SUPPORTBN, 3D FSSG	1		0	20	20	3	3	188	188	118	118	15	15	12	12	13	13
N3411	HQCO, H&SBN, 4TH FSSG	1		0	40	40	0	0	26	26	14	14	0	0	0	0	0	0
N3413	COMMCO, H&SBN, 4TH FSSG	1		0	9	9	3	3	0	0	2	2	0	0	0	0	0	0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3414	MPCO, H&SBN, 4TH FSSG	1		0	11	11		0		0		0		0		0		0
N3421	H&SCO, SUPBN, 4TH FSSG	1		0	7	7	5	5	3	3	2	2		0		0		0
N3422	AMMOCO, SUPBN, 4TH FSSG	1		0	9	9	3	3	0	0		0		0		0		0
N3423	RATIONCO, SUPBN, 4TH FSSG	1		0	4	4		0		0		0		0		0		0
N3424	SUPCO, SUPBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3425	MEDLOGCO, SUPBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0
N3431	H&SCO, MAINTBN, 4TH FSSG	1		0	9	9	4	4	4	4	5	5		0		0		0
N3432	ELECT MAINTCO, MAINTBN, 4TH FSSG	1		0	5	5	3	3	3	3	0	0	0	0	0	0	0	0
N3433	ENGR MAINTCO, MAINTBN, 4TH FSSG	1		0	7	7	0	0	0	0	0	0		0		0		0
N3434	ORD MAINTCO, MAINTBN, 4TH FSSG	1		0	9	9	0	0	0	0	0	0		0		0		0
N3435	MT MAINTCO, MAINTBN, 4TH FSSG	1		0	8	8	0	0	5	5	0	0	3	3	0	0	0	0
N3436	G/S MAINTCO, MAINTBN, 4TH FSSG	1		0	6	6	0	0	3	3	0	0		0		0		0
N3441	H&SCO, LDGSPTBN, 4TH FSSG	1		0	7	7		0		0	0	0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3442	BEACH&TERMINAL OPSCO, LDGSPTBN, 4TH FSSG	1		0	5	5		0		0		0		0		0		0
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	1		0	3	3		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N3444	LDGSPTCO, LDGSPTBN, 4TH FSSG	2		0	3	6		0		0		0		0		0		0
N3445	LDGSPT EQUIPCO, LDGSPTBN, 4TH FSSG	1		0	5	5	10	10	0	0	1	1		0		0		0
N3452	ENGRSPTCO, ENGRSPTBN, 4TH FSSG	1		0	29	29	20	20	0	0	15	15	8	8	6	6		0
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3453	BRIDGECO, ENGRSPTBN, 4TH FSSG	1		0	4	4		0	0	0	4	4	10	10		0	10	10
N3454	BULKFUELCO, ENGRSPTBN, 4TH FSSG	3		0	9	27		0	0	0		0		0		0		0
N3455	ENGRCO, ENGRSPTBN, 4TH FSSG	3		0	8	24	2	6	0	0	3	9	2	6	2	6		0
N3461	H&SCO, MTBN, 4TH FSSG	1		0	13	13	14	14	0	0	10	10	6	6	0	0		0
N3462	G/S MTCO, MTBN, 4TH FSSG	1		0	8	8	0	0	34	34	40	40	7	7	6	6	6	6
N3463	D/S MTCO, MTBN, 4TH FSSG	2		0	10	20	0	0	55	110	99	198	0	0	0	0	0	0
N3471	H&SCO, MEDBN, 4TH FSSG	1		0	13	13	16	16	0	0	5	5		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3472	SURGICAL SPTCO, MEDBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3481	H&SCO, DENTBN, 4TH FSSG	1		0	1	1		0		0		0		0		0		0
N3482	DENTALCO, DENTBN, 4TH FSSG	3		0	1	3		0		0		0		0		0		0
N4606	H&S CO, 1ST SRI GROUP	1		0	45	45	34	34	1	1	18	18	7	7	0	0	6	6
N4615	CIT, INTELCO, 1ST SRIG (REDES P&ACO, INTELBN)	1		0	14	14		0		0		0		0		0		0
N4616	HQCO, INTEL BN, I MEF	1		0	10	10		0		0		0		0		0		0
N4618	FORCE RECONCO, 1ST SRI GROUP	1	0	0	16	16	3	3	0	0	2	2		0		0		0
N4634	CO C, 1ST RADIO BN	1		0	2	2		0	0	0		0		0		0		0
N4635	CO A, 1ST RADIO BN	1		0	24	24		0	0	0		0		0		0		0
N4636	CO B, 1ST RADIO BN	1		0	4	4		0	0	0		0		0		0		0
N4637	H&S CO, 1ST RADIO BN	1		0	20	20	0	0	41	41	34	34		0		0		0
N4654	ANGLICO, 1ST SRI GROUP	1		0	29	29		0		0		0		0		0		0
N4683	SERV CO, COMM BN, 1ST SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4706	HQ CO, 2D SRI GROUP	1		0	60	60	34	34	1	1	18	18		0		0		0
N4714	MAFC,INTELCO,2D SRIG(REDES CI/HUMINTCO-INTEL)	1		0	24	24		0		0		0		0		0		0
N4715	CIT,INTELCO,2D SRIG (REDES P&ACO, INTELBN)	1		0	8	8		0		0		0		0		0		0
N4716	HQCO, INTELBN, II MEF	1		0	10	10		0		0		0		0		0		0
N4718	FORCE RECONCO, 2D SRI GROUP	1	0	0	14	14	3	3	0	0	2	2		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	2		0	6	12		0		0		0		0		0		0
N4722	COUNTERINTEL TEAM (RES ONLY)	1		0	6	6		0		0		0		0		0		0
N4725	FIU, MAW (RESERVE ONLY)	1		0	2	2		0		0		0		0		0		0
N4732	SPECIAL SECURITY COMM TEAM, FMF	6		0	1	6	1	6	2	12	1	6		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N4735	CO A, RADIO BN, 2D SRI GROUP	1		0	25	25		0		0		0		0		0		0
N4736	CO B, RADIO BN, 2D SRI GROUP	1		0	14	14		0		0		0		0		0		0
N4737	H&S CO, RADIO BN, 2D SRI GROUP	1		0	14	14	0	0	41	41	20	20		0		0		0
N4783	SERV CO, COMM BN, 2D SRI GROUP	1		0	38	38	0	0	53	53	10	10	2	2	2	2	0	0
N4805	SOTG, H&S BN, III MEF	1		0	5	5	1	1	0	0		0		0		0		0
N4806	H&S CO, H&S BN, III MEF	1		0	51	51	29	29	0	0	14	14		0		0		0
N4814	CI/HUMINT CO, INTEL BN, III MEF	1		0	18	18		0		0		0		0		0		0
N4815	P&A CO, INTEL BN, III MEF	1		0	10	10		0		0		0		0		0		0
N4816	HQ CO, INTEL BN, III MEF	1		0	7	7		0		0		0		0		0		0
N4818	FORCE RECONCO, H&S BN, III MEF	1		0		0	5	5	0	0	2	2		0		0		0
N4883	SERV CO, COMM BN, III MEF	1		0	44	44	0	0	26	26	10	10	2	2	1	1	0	0
N4915	HQ, MARINE EXPEDITIONARY UNIT, I MEF	3		0	4	12		0		0		0		0		0		0
N4916	HQ, MARINE EXPEDITIONARY UNIT, II MEF	3		0	4	12		0		0		0		0		0		0
N4917	MEF AUGMENTATION COMMAND ELEMENT	2		0	16	32	6	12	0	0		0		0		0		0
N4918	HQ, MARINE EXPEDITIONARY UNIT, III MEF	1		0	6	6		0		0		0		0		0		0
N4983	SERV CO, COMM BN, MARFORRES	1		0	38	38	0	0	26	26	10	10	0	0	0	0	0	0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8615	HQ, MACG, MAW	1		0	12	12	0	0	14	14	0	0		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8631	HQ, MACS, MACG, MAW	1		0	6	6	10	10	6	6	4	4		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8633	ATC, MACS, MACG, MAW	2		0	4	8	4	8	0	0	0	0		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8641	HQ, MACS (REIN), MACG, MAW	1		0	6	6	16	16	0	0	1	1		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8642	TAOC, MACS (REIN), MACG, MAW	1		0	9	9	2	2	0	0	2	2		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8643	ATC, MACS (REIN), MACG, MAW	4		0	4	16	6	24	0	0		0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8644	EW/C, MACS (REIN), MACG, MAW	1		0	4	4	2	2	0	0	0	0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8651	HQ, MARINE WING COMM SQD, MACG, MAW	1		0	16	16		0		0		0		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	1		0	0	0	0	0	10	10	5	5		0		0		0
N8652	AIRFIELD DET, MWCS, MACG, MAW	2		0	0	0	0	0	10	20	5	10		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8660	MASS, MACG, MAW	1		0	14	14	19	19	6	6	6	6		0		0		0
N8686	1ST STINGER BTRY, MACG, 1ST MAW	1		0	67	67	4	4	0	0		0		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8692	HQ BTRY, LAADBN	1		0	5	5	0	0	13	13	6	6		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8694	FIRING BTRY, LAADBN	2		0	32	64		0	0	0		0		0		0		0
N8696	HQ BTRY, LAADBN (RES ONLY)	1		0	5	5	0	0	13	13	6	6		0		0		0
N8697	FIRING BTRY, LAADBN (RES ONLY)	2		0	64	128		0		0		0		0		0		0
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	1		0	65	65	0	0	25	25	7	7	10	10	4	4	5	5
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8702	MARINE WING SUPPORT SQUADRON(FW), MWSG, MAW	2		0	65	130	0	0	25	50	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	1		0	65	65	0	0	21	21	7	7	10	10	4	4	5	5
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8703	MARINE WING SUPPORT SQUADRON(RW), MWSG, MAW	2		0	65	130	0	0	21	42	7	14	10	20	4	8	5	10
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
N8890	VMU, MAG, MAW	1		0	10	10	0	0	8	8	5	5		0		0		0
P4852	ANGLICO (RESERVES ONLY)	2		0	17	34	8	16	0	0	5	10		0		0		0
W1024	DET, MPCO, HQBN/PREONOR	1		0	2	2		0		0		0		0		0		0
W1121	HQCO, INFREGT/PREONOR	1	18	18	0	0		0		0		0		0		0		0
W1172	H&SCO, INFBN, INFREGT/PREONOR	3	24	72	0	0		0		0		0		0		0		0
W1173	WEAPONSCO, INFBN, INFREGT/PREONOR	3	8	24	0	0		0		0		0		0		0		0
W1320	DET, CMBT ENGBN, MARDIV/NALMEB	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			IIV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
W1322	DET, ENGR SPTCO, CMBTENGRBN/PREPONOR	1		0	0	0		0		0	5	5	1	1	1	1		0
W1420	DET, RECONBN, MARDIV/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W2208	155BTRY, ARTYBN, ARTYREGT/PREPONOR	3		0	10	30		0		0	8	24		0		0		0
W2209	HQBTRY, ARTYBN, ARTYREGT/PREPONOR	1		0	0	0		0		0	2	2		0		0		0
W3210	DET, H&SBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W3230	DET, MAINTBN, FSSG/NALMEB	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
W3231	DET, H&SCO, MAINTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1		0	1	1
W3250	DET, ENGR SPTBN, FSSG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W3252	DET, SPTCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0	2	2	3	3	3	3		0
W3253	DET, BRIDGECO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	17	17		0	17	17
W3255	ENGRCO, ENGRSPTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	1	1	1	1		0
W3261	DET, H&SCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	2	2		0		0
W3262	DET, TRANSCO, MTBN, FSSG/PREPONOR	1		0	0	0		0		0		0	28	28	1	1	28	28
W3270	DET, MEDBN, FSSG/NALMEB	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
W3290	DET, TRANS SPTBN, FSSG/NALMEB	1	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0
W4706	DET, CE, MEF (FWD)/PREPONOR	1		0	29	29		0		0		0		0		0		0
W4717	DET, INTELBN, MHG/NALMEB	1	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
W4718	DET, FORCE RECONCO/PREPONOR	1		0	1	1		0		0		0		0		0		0
W4738	DET, RADIOBN/PREPONOR	1		0	11	11		0		0		0		0		0		0
W4754	DET, MLE, MHG/NALMEB	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
W4783	DET, SVCCO, COMMBN/PREPONOR	1		0	0	0		0		0	3	3		0		0		0
W4787	DET, COMMBN, MHG/NALMEB	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
W8611	DET, MWHS, MAW/NALMEB	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
W8615	DET, HQ, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8640	DET, MACS (REIN), MACG/PREPONOR	1		0	9	9		0		0		0		0		0		0
W8642	DET, TAOC, MACS(REIN), MACG, MAW/NALMEB	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
W8643	DET, MATCS, MACG/PREPONOR	2		0	8	16		0		0		0		0		0		0
W8652	DET, MWCS, MACG/PREPONOR	1		0	3	3		0		0		0		0		0		0
W8657	DET, VMAQ (5 EA6B)/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8672	DET, MASS, MACG/PREPONOR	1		0	1	1		0		0		0		0		0		0
W8702	DET, MWSS (FW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	5	5
W8703	DET, MWSS (RW)/PREPONOR	1		0	65	65		0		0		0	6	6	3	3	4	4
W8890	VMU, MACG, MAW/NALMEB	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
	WRMR	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HIPPO MINIMUM COST ALTERNATIVE ACQUISITION OBJECTIVES

Marine Corps Total Ownership AOs			ITV Cargo		M1123 Cargo		MTVR Cargo 14'		MTVR Cargo 20'		MFTR		Mk48 FPU		Mk16 5th Wheel		Mk18A1 Rib Brdg	
T/E No	LMIS_Unit_Description	FY07	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total	Allow	Total
	Totals			1608		7500		2186		5308		3615		715		270		441
	NALMEB MTVR Fixed Distribution							147		53								
	MTVR Totals							2333		5361								

VEHICLE BREAKOUT HIPPO Minimum Cost Alternative	ITV Cargo	M1123 Cargo	MTVR Cargo 14'	MTVR Cargo 20'	MFTR	Mk48 FPU	Mk16 5th Wheel	Mk18A1 Trlr
Operational End Item (OEI = Supt Estab +ACT)	1,026	4,280	1,332	3,379	2,030	431	172	268
Supporting Establishment	114	535	288	498	81	69	19	64
Schools	0	331	105	15	37	44	8	40
MC Security Force Bn	0	25	0	0	0	0	0	0
MC Bases	0	22	27	0	4	0	0	0
Equipment Allowance Pool (EAP)	114	155	84	104	40	25	11	24
Depot Maintenance Float Account (DMFA)	0	2	72	379	0	0	0	0
Active End Items	912	3,745	1,044	2,881	1,949	362	153	204
I MEF	374	1,470	398	1,138	758	137	46	83
II MEF	310	1,444	402	1,100	754	136	54	78
III MEF	228	831	244	643	437	89	53	43
Reserve End Items (REI)	342	1,518	446	849	733	99	41	46
Prepositioned End Items (PEI = MPS 1-3 + NALMEB)	240	1,702	555	1,133	852	185	57	127
MPS-1	42	439	136	360	272	40	15	24
MPS-2	42	439	136	360	272	40	15	24
MPS-3	42	439	136	360	272	40	15	24
NALMEB	114	385	147	53	36	65	12	55
War Reserve Material Requirement	0	0	0	0	0	0	0	0
TOTAL	1,608	7,500	2,333	5,361	3,615	715	270	441